Number	Photo	Location	Page
253	USS ALWYN	DC 3 Folder 09	01
254	USS REID	DC 3 Folder 09	01
255	USS SMITH	DC 3 Folder 09	02
256	USS CUSHING	DC 3 Folder 09	02
257	USS FLUSSER	DC 3 Folder 09	02
258	USS DRAYTON	DC 3 Folder 09	02
259	USS DALE	DC 3 Folder 09	02
260	USS MAC DONOUGH	DC 3 Folder 09	03
261	USS FARRAGUT	DC 3 Folder 09	03
262	USS HULL	DC 3 Folder 09	03
263	USS CUMMINGS	DC 3 Folder 09	04
264	USS LAMSON	DC 3 Folder 09	04
265	USS MAHAN	DC 3 Folder 09	04
266	USS PORTER	DC 3 Folder 09	05
267	USS CLARK	DC 3 Folder 09	05
268	USS SELFRIDGE	DC 3 Folder 09	05
269	USS DEWEY	DC 3 Folder 09	06
270	USS PHELPS	DC 3 Folder 09	06
271	USS WORDEN	DC 3 Folder 09	06
272	USS MONAGHAN	DC 3 Folder 09	07
273	USS NORTH CAROLINA	DC 3 Folder 09	07
275	USS ARIZONA	DC 3 Folder 09	08
276	USS MARYLAND	DC 3 Folder 09	09
277	USS OKLAHOMA	DC 3 Folder 09	09
278	USS TENNESEE	DC 3 Folder 09	10
279	USS MISSISSIPPI	DC 3 Folder 09	11
280	USS PENNSYLVANIA	DC 3 Folder 09	11
281	USS IDAHO	DC 3 Folder 09	12
282	USS NEW MEXICO	DC 3 Folder 09	12
283	USS WASHINGTON	DC 3 Folder 09	13
284	USS WEST VIRGINIA	DC 3 Folder 09	14
285	USS NEVADA	DC 3 Folder 09	15
286	USS COLORADO	DC 3 Folder 09	15
287	USS CALIFORNIA	DC 3 Folder 09	16
288	STUDENT PILOTS, FOSTER FIELD TEXAS	DC 3 Folder 09	17
289	USS PRESIDENT COOLIDGE SINKING	DC 3 Folder 09	17
299	BATTLE OF SANTA CRUZ	DC 3 Folder 09	20

WWII Indiana Scrapbooks — Battleship pictures

WARS(WV)-World War II

WORLD WAR II SOURCES
in the Community Archives Collection
Vigo County Public Library

Accession #	Collection Title
CAF-Archives	Biography File: Brown, Willa
861114; 940708B	Bess R. Cunningham Collection
SM D.C. 23	C.A.N.D.L.E.S. (Children of Auschwitz Nazi Deadly Lab Experiments Survivors)
850228; SM D.C. 20	Gerstmeyer Students in World War II
840713	Military Service Records, WWI & WWII
830824A-	U.S.O. Troops-in-Transit Committee
820601A-	West Central Indiana Holocaust Conference
851127B-	World War II Letters to Florise Hunsucker

Wars (W.V.) — World War II

See: Archives for this collection

INVENTORY

Gerstmeyer Students in World War II
Dates: 1941-1951
Accession Number: 850228; SM D.C. 20
Donor: John Valle
Description: Three flat storage boxes, one document case and one small document case

Content and Scope of Collection

This collection includes a series of scrapbooks which contain newspaper clippings, photographs and biographies of former Gertmeyer High School students in the armed services during World War II. Also included are original letters written by Gerstmeyer alumni serving in the war to the Tech Service Club, the principal or other teachers. Apparently, the scrapbooks and the letters were kept in the administrative offices at the high school.

The letters are arranged chronologically, which seems to be the arrangement of the original files. Undated letters were filed by year, so it can be assumed that they were written in that particular year.

Of special note: There is a small amount of material pertaining to former Gerstmeyer students who served in the Korean War. This is filed at the end of the collection and contains lists of names and newspaper clippings.

F.S. 1

Loose	Scrapbook: Wounded	1941-45
"	Scrapbook: Killed	1941-45

F.S. 2

Loose	Scrapbook: Missing	1941-45
"	Scrapbook: General News	1941-45
"	Scrapbook: Prisoners	1941-45
"	Scrapbook: Honor Roll	1941-45
"	Scrapbook: Citations	1941-45
"	Scrapbook: Women	1941-45

F.S. 3

Folder 1	Letters	Jan.-Feb. 1942
Folder 2	"	March 1942
Folder 3	"	April 1942
Folder 4	"	May-June 1942
Folder 5	"	Sept.-Oct. 1942
Folder 6	"	Nov. 1-19, 1942

F.S. 3

Folder 7	Letters	Nov. 20-30, 1942
Folder 8	"	Dec. 1942
Folder 9	"	n.d. (ca. 1942)
Folder 10	"	n.d. (ca. 1942)
Folder 11	"	Jan. 1943
Folder 12	"	Feb. 1943
Folder 13	"	March 1943
Folder 14	"	April 1943
Folder 15	"	May 1943
Folder 16	"	June-Oct. 1943
Folder 17	"	Nov. 1943
Folder 18	"	Dec. 1943

D.C.

Folder 19	Letters	n.d. (ca. 1943)
Folder 20	"	Jan. 1944
Folder 21	"	Feb. 1944
Folder 22	"	March 1944
Folder 23	"	April 1944
Folder 24	"	May 1944
Folder 25	"	June-Oct. 1944
Folder 26	"	Nov. 1944
Folder 27	"	Dec. 1-15, 1944
Folder 28	"	Dec. 16-31, 1944
Folder 29	"	n.d. (ca. 1944)
Folder 30	"	Jan. 1945
Folder 31	"	Feb. 1945
Folder 32	"	March 1945
Folder 33	"	April-May 1945

SM D.C. 20

Folder 34	Letters	June-Aug. 1945
Folder 35	"	Oct.-Dec. 1945
Folder 36	"	n.d. (ca. 1945)
Folder 37	"	Jan.-June 1946
Folder 38	"	Oct.-Nov. 1946
Folder 39	"	Dec. 1946; n.d. (ca. 1946)
Folder 40	"	Jan.-April 1947
Folder 41	Lists of former students killed in World War II	n.d.
Folder 42	Misc. World War II material	n.d. (ca. 1941-1945)
Folder 43	Lists of former students in Korea	n.d. (ca. 1950-1951)

SM D.C. 20

Folder 44	Newsclippings of former students in Korea	1950-51
Folder 45	" "	1950-51

Wars (WV) - World War II

See: Archives for this collection

INVENTORY

Military Service Records, WW I and II
Dates: 1920s and 1940s
Accession Number: 840713
Donor: Unknown
Description: One document case

Content and Scope of Collection

These Indiana War History Records were prepared by the Indiana Historical Commission as a permanent memorial to Indiana soldiers and sailors enrolled in the American and Allied fighting forces during the two World Wars. They are not official governmental records.

This collection represents the Vigo County records, and they vary in completeness. Some give a great deal of information, others very little. They are arranged alphabetically.

Wars (W.V.) - World War II

See Archives for this collection

INVENTORY

Sarah Scott School Records
Dates: 1898-1945
Accession Number: Sm D.C. 8
Donor: Jane Hazledine
Description: One small document case

Content and Scope of Collection

*	Folders 1-3	Newspaper photos of Sarah Scott boys in armed forces, WW II	1942-1945
	Folder 4	Issues of "The Orange Peel:	April 13, 1922 June 9, 1922 Nov. 1, 1922 Dec. 8, 1922
	Envelope	Photographs with names: Grades 2 & 3 - Ethel Bossom teacher	1899
		Grades 2 & 3 - Ethel Bossom teacher	1898
	Loose Roll	Sarah Scott School Photograph	1921

WARS (W.V.) – World War II

See Archives for this collection

INVENTORY

Bess R. Cunningham Collection
Dates: 1910-1945
Accession Number: 861114 (D.C.); 940708B (F.S.)
Description: Three document cases; one flat storage box

Content and Scope of Collection

Bess R. Cunningham (Mrs. Arthur Cunningham) was active in club work and committees in the Terre Haute community and beyond. She served two years (1925-1927) as president of the Fifth District of Indiana Federation of Women's Clubs and was president of the Woman's Department Club from 1932 to 1934. During World War II, she was chairperson of the Woman's Division of the War Finance Committee for Vigo County. Her papers reflect these activities.

D.C. 1

Folder 1	Promotional materials for War Bond drives	1942-1944
Folder 2	Promotional materials for War Bond drives: songs for the home front, newsletters The Indiana Bugle, "Any Bonds Today?" by Irving Berlin (sheet music)	1941-1945

Map Drawer 3

Item #1 "Women at War Week," November 22, 1942
(page from the Tribune-Star Sunday newspaper)

War Bond Drive posters issued from the War Finance Division:

Item #2 "She's Ready, Too--Buy War Bonds"
Poster 11 x 14; 1942 U.S. Government Printing Office 0-488198

Item #3 "For their future--Buy War Bonds"
Poster 22 x 28; 1943 WSS 779

Item #4 "For Freedom's Sake--Buy War Bonds"
Poster 11 x 14; 1943 WSS 789

Item #5 "For Freedom's Sake--Buy War Bonds"
Poster 22 x 28; 1943 WSS 789-A

Map Drawer 3 (cont.)

Item #6 "For Baby's Future--Buy War Bonds"
Poster 17 x 22; 1943 WSS 827

Item #7 "Back the Attack--Buy War Bonds" (3rd War Loan)
Poster 20 x 28; 1943 WFD-829A

Item #8 "Back the Attack--Buy an Extra $100 War Bond"
(3rd War Loan)
Poster 20 x 28; 1943 WFD-839

Item #9 "Buy War Bonds--Third War Loan"
Poster 20 x 28; 1943 WFD-840

Item #10 "...and We talk about sacrifice--Buy War Bonds"
Poster 20 x 28; 1943 WFD 855A

Item #11 "Starve the Squander Bug--Buy War Bonds"
Poster 11 1/2 x 13; WFD 865

Item #12 "Starve the Squander Bug--Buy More War Bonds"
Poster 11 x 45 1/2; 1943 WFD 866

Item #13 Squander Bug series from Press Section, War Finance Division
15 1/2 x 21 1/2; WFD 872

Item #14 "Fire Away! Buy Extra Bonds" (5th V War Loan)
Poster 20 x 28; 1944 WFD 908-A

Item #15 "Back the Attack! Buy Extra Bonds"
(5th V War Loan)
Poster 10 1/2 x 22 1/2; 1944 WFD 909

Item #16 "Our Quota Is..." (5th War Loan)
Poster 20 x 28; 1944 WFD 910

Item #17 "Care is Costly--Buy and Hold War Bonds"
Poster 9 x 13; 1945 WFD-24

Item #18 "Speed the Day! 7th War Loan"
Poster 23 1/2 x 31 1/2

F.S.

Loose "Will You?" (Black and white picture of 1941 poster) 1941

F.S. (cont.)

Loose	War Bond Plays and other dramatic material for use in connection with War Finance promotion (booklet)	1943
	"Local Publicity Kit for Second War Loan"	4/43
	"3rd War Loan Campaign Book"	9/43
	"4th War Loan Campaign Book"	1/44
	"5th War Loan Campaign Book"	6/44
	"6th War Loan Campaign Book"	11/44
	"Schools at War: A War Savings News Bulletin for Teachers"	ca1944
	Home Front Journal	6/44
	"	1/45
	"	5/45

D.C. 2

Folder 1	Reports, histories of Women's Division of the Vigo County War Finance Committee	1942-46
Folder 2	War Finance Committee records	1945
Folder 3	War Finance Committee records	1944-45
Folder 4	War Finance Committee records	1943-44
Folder 5	War Finance Committee correspondence	1945
Folder 6	War Finance Committee correspondence	1944
Folder 7	War Finance Committee correspondence	1943
Folder 8	War Finance Committee correspondence	1942
Folder 9	War Finance Committee clippings	1942-44
Folder 10	Woman's Department Club programs; bulletin	1927;1930

D.C. 2 (cont.)

Folder 11	Indiana Federation of Clubs: Annual Convention Programs	1924-1933 Oct. 1927
	Book: Indiana State Normal School, Views of Buildings, Grounds	
Folder 12	Indiana Federation of Clubs "Indiana, the Federation Song," by Sarah Bolton and Frederic Krull	1910
	Letters	1927
Folder 13	Materials relating to annual state conventions	1927
Folder 14	Materials relating to Fifth District Federation Clubs	1924-1927
	Fifth District Constitution and Bylaws	

D.C. 3

Folder 1	Federated Clubs clippings	n.d.;1932;1934
Loose	Issues of "The Club Woman"	1925-1932
	Year Books--Indiana Federation of Clubs	1923-1924 1934-1935
Folder 2	NRA clippings	1933
Folder 3	National Recovery Administration (NRA) promotional materials	1933

Wars (W.V.) – World War II

See Archives for this collection

INVENTORY

USO Troops-in-Transit Committee
Dates: July 1942-July 1946
Accession Number: 830824A-
Donor: Unknown
Description: Four file folders in a document case

Content and Scope of Collection

The collection contains all minutes, reports, financial records and correspondence of the Troops-in-Transit Committee of the U.S.O. (United Service Organization, Inc.) in Terre Haute.

This committee served as a board of directors of a volunteer group that provided two lounges for traveling servicemen during World War II: one at Union Railroad Station, and Wimer Lounge, adjacent to the bus terminal at 6th and Cherry Streets.

D.C.

Folder 1	Minutes and correspondence	7/10/42-11/24/42
Folder 2	Minutes and correspondence	12/7/42-4/9/43
Folder 3	Minutes and correspondence	4/9/43-9/2/44
Folder 4	Minutes and correspondence	10/6/44-7/1/46

Wars (WV) - World War II

See Archives for this collection

INVENTORY

Terre Haute Lodge No. 19, F. & A. Masons
Dates: 1943-1947
Donor: Unknown
Accession Number: 790724E-
Description: Six file folders in a Record Storage Box

Content and Scope of Collection

This collection contains largely newsletters called "Broadcasts" by Dick Gillum, to servicemen during World War II.

FOLDER 1

Newsletters--February, 1943-December, 1943

FOLDER 2

Newsletters, cont'd--January-June, 1944

FOLDER 3

Newsletters, cont'd--July-December, 1944

FOLDER 4

Newsletters, cont'd--January-June, 1945

FOLDER 5

Newsletters, cont'd--June-October, 1945

FOLDER 6

A. 19th Annual Craft Night, October 19, 1944: Program and newspaper clipping (group picture; T.H. Star, November 19, 1944)

B. Indiana Veterans Review, Vol. 2, no. 7, October, 1947

C. World Report, April 8, 1947 (Post-war developments)

MEMORABILIA

Group photograph, n.d.

Wars (W.V.) - World War II

See Archives for this collection

INVENTORY

West Central Indiana Holocaust Conference
Dates: July 1981-April 1982
Accession Number: 820601A-
Donor: Eva Kor
Description: Five file folders & two "kits" in a document case

Content and Scope of Collection

The complete records of the Conference are contained in this collection.

D.C.

Folder	1	Grant Proposal	June-Dec. 1981
Folder	2	Minutes	Aug. 20, 1981
		Clippings	Dec. 1981-March 1982
		Poster for publicity	
		The Record: The Holocaust History: 1933-1945	1978
Folder	3	Correspondence to and from Eva Kor	Aug. 5, 1981-Feb. 7, 1982
Folder	4	Conference Materials	March 27, 1982
Folder	5	Post-conference publicity	
		Evaluations	
		Student reactions	
		Sample kits from Conference	March 27, 1982

WWII (TH)

Community Affairs File

Wounded Five Times, Terre Haute Tank Commander Is Given Decorations At Naval Hospital San Diego, Calif.

TERRE HAUTE HERO GETS TRIBUTE FROM NATION.

Wounded in Saipan as he charged ashore with the first assault wave, Marine Sgt. Carl L. Bopp, 29, (right) receives the Purple Heart from Capt. M. D. Willcutts, U.S.N., of the Naval Hospital, San Diego, Calif. Sergeant Bopp is the son of Dr. and Mrs. Henry W. Bopp, 132 Barton avenue, Terre Haute, Ind. Serving as a tank commander, Bopp received a bullet wound on the right side of his face, and another in his right hand when enemy sniper fire hit him, and also was wounded in the left wrist, left groin and right knee by enemy machine gun fire. (Official U. S. Marine Corps Photograph.)

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Vigo County Public Library

World War II (T.H.)

S DEC 7 1971

Til Three Decades Ago—

Community Affairs File

Remember .... Pearl Harbor

World War II (T.H.)

By LARRY GIBBS
Star Staff Writer

It was December 7, 1941.

In Terre Haute the Sunday afternoon was much like any other with the exception, of course, of the Christmas season.

Many had gone to church that morning, most had finished Sunday dinner and a mood of Sabbath relaxation prevailed.

At the Virginia and Idaho theaters, matinee crowds paid 22 cents per person to laugh at the antics of Mickey Rooney and Judy Garland in "Life Begins for Andy Hardy."

+ + +

Across town at the Grand, others paid 40 cents each (30 cents for the balcony) to see George Murphy and Linda Darnell in "Rise and Shine." Children under 12 paid only 11 cents.

Many of those who remained at home spent the early afternoon scanning the Sunday edition of the Tribune-Star. Christmas carolers from Indiana State Teachers College were featured in a front page picture.

More than one little girl's eye likely caught an ad by a local department store offering a 20-inch doll for Christmas, complete with wardrobe, for $1.98. Other ads featured the latest wringer-style washer and the 1942 Studebaker Commanders (priced at $1,243).

The peaceful Sunday atmosphere prevailed until shortly after 2 p.m. when the day suddenly became one that would alter the lives of virtually all Americans.

+ + +

Terre Haute likely got its first notice that the course of history had taken a shocking turn when the Associated Press wires at the Tribune-Star blurted the news of a Japanese air attack on Pearl Harbor. Tense minutes brought further reports of high casualties and severe damage to the U.S. Pacific Fleet anchored there.

News of the attack spread through the city with incredible speed. Radios brought additional information and telephones jangled off their hooks as neighbors and strangers alike gathered in shock and disbelief.

The initial Japanese attack had begun at 1:25 p.m. (Terre Haute time). In Honolulu, the air raid began at 8:25 a.m. while much of the city and surrounding islands was still sleeping.

+ + +

About an hour-and-a-half before the Japanese strike (about 12 noon in Terre Haute) two U.S. Army privates had watched a radar screen in a station they manned near Pearl Harbor. Shortly before 7 o'clock (Honolulu time) they noted what appeared to be a mass of aircraft 130 miles to the north.

A report to the air warning center on a nearby island brought a response of "forget it" from an inexperienced lieutenant. He mistakenly had believed the sighting to be a

See PEARL HARBOR
On Page 13, Column 1

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TERRE HAUTE, INDIANA

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Community Affairs File

Pearl Harbor

Continued From Page 1

flight of B-17 Flying Fortresses due in from California.

The Japanese force was some 45 minutes from Pearl Harbor when the warning had been erroneously dismissed. The last chance for defense had been lost.

+ + +

At 8:25 a.m. (Honolulu time) the first wave of Japanese Zeros screamed from the clouds above the harbor. Wave after wave followed, destroying U.S. planes still parked on the ground and diving repeatedly at the U.S. Pacific Fleet anchored helplessly.

Still in a state of shock from the initial attack wave, Navy Commander Logan Ramsey broadcast from nearby Ford Island the now famous words: "Air raid Pearl Harbor! This is no drill! This is no drill!"

The dramatic signal was picked up by a U.S. Naval Station in San Francisco Bay and relayed immediately to Washington, D.C.

By 9:45 a.m. (3:15 p.m. Terre Haute time) the Japanese planes withdrew, leaving behind them a scene of devastation and destruction unparalleled in U.S. history.

American forces suffered 2,403 killed and 1,178 wounded. Half of those killed lost their lives when the Battleship Arizona blew up in the harbor. Eighteen U.S. ships were sunk or severly damaged out of a total of about 96 in Pearl Harbor at the time of the attack.

+ + +

In addition to the Arizona, U.S. battleship losses included the Oklahoma, the California, the West Virginia and the Nevada.

A total of 188 U.S. Navy and U.S. Army Air Force aircraft were destroyed. Another 128 aircraft sustained damage.

Washington, D.C., like most of the nation, did not sleep the night of December 7. The following day President Franklin D. Roosevelt sought and received a Congressional declaration of war against Japan. The United States had entered World War II.

In Terre Haute, the scene was much the same as in countless cities across the nation. A spirit of patriotism was aroused, but was mixed with mounting concern for loved ones who would soon join the world's second "great war."

Three decades have past, but the memory of Pearl Harbor has not diminished. Many persons throughout Terre Haute and Vigo County will pause today to recall where they were that fateful Sunday afternoon 30 years ago—a day that forever will live in infamy.

Elks Present Local Schools Two Replicas

(IN) WORLD WAR II

HIST 11/30/43

During tomorrow's observance of the Elk's National Youth Day by the Terre Haute Lodge, 58 presentations of photographs of the historic flag-raising atop Mt. Suribachi at Iwo Jima will be made to schools and colleges in the county.

This is the fifth in a series of historical documents, which have included replicas of the Constitution, the Declaration of Independence and the Gettysburg Address, presented to the schools during the past eight years.

Members of the local lodge, under sponsorship of its youth welfare committee, will visit the schools—public and parochial—and one college tomorrow to present the pictures of the memorable event.

+ + +

OF PARTICULAR interest locally is the fact that Marvin Bennet, a member of the local Elks Lodge, was a witness to the flag-raising. He was stationed on the U. S. S. Arkansas during the invasion. It was about a half-mile off shore. A cease fire order had been given. Bennet was bearing operator on the ship and had control of the telescope. During the raising of the flag, he had his telescope trained on the action, never dreaming that the occasion would be one of the most celebrated of the Pacific Theater.

A major portion of the presentations tomorrow will be made at 11 o'clock in the morning. There will be some at other times during the day. Elks and the schools to which they will present the replica are:

+ + +

THORVAL MATTAX, Garfield; Ralph Learnard, Wiley; John Valle, Gerstmeyer; James Watts, Laboratory; Vesper Moore, West Vigo; Dr. William G. Kessel, Honey Creek; Cliff Jones, Schulte; Lenhardt Bauer, Sarah Scott; J. J. Maehling, Woodrow Wilson; James Ball, McLean; Albert Light, Concannon; Gene Trummel, Otter Creek Junior High; Paul Thomas, Honey Creek Junior High; Tom Roberts, Glenn.

Also, Art Walls, Crawford; Dr. E. C. Voges, Cruft; Lloyd Smith, Davis Park; Richard Weddle, Deming; Franklin Reid, Fairbanks; J. H. Cromwell, Collett; Dan Williams, Greenwood; James A. Palmer, Lange; Dr. Jacob Cobb, Montrose; C. L. Shideler, Rea; Glenn Maurer, Sandison; Ted Moore, Thompson; James Hollis, Warren.

Also, Dr. Fred Swalls, Rankin; Dr. Carlos Watson, Thornton; Joe Kish, Sugar Grove; Donas Dischinger, Meadows; Robert Hollar, Washington; Earl Pike, Franklin; Dr. Tom Venable, Fuqua; Robert Maehling, Maple Avenue; Robert Kadel, Fayette; Luther Selvia, Consolidated; Dr. Byron Price, North; Dr. Byron Rutledge, South.

+ + +

ALSO, Gildo Bedino, Central; Ted Moore, Dresser; Dr. Olis Jamison, Fontanet; Jack Bindley, Otter Creek Elementary; Dr. Merle Drew, Terre Town; Stanley Smith, Lost Creek; Richard C. Tuttle, Riley; William G. Maurer, Maryland; Jack Williams, Pimento; Earl Pike, Pimento.

Also; Paul Mascara, St. Ann; Bernard Burdick, St. Patrick; Robert Fischer, St. Benedict; R. F. Fischer, Sacred Heart; John Vendel, St. Margaret Mary; Claude Decker, St. Mary-of-the-Woods Village; John K. Lamb, St. Leonard, and Rt. Rev. Msgr, Herbert F. Winterhalter, Beacon School. Kenneth Moulton will make the presentation at Indiana State College.

Members of the Elks' Youth Day committee are Ted Moore, Earl Pike, John Lamb and Paul Mascari. The Youth Welfare committee is headed by Ralph Learnard.

Community Affairs File

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News of Servicemen

WWII

Th. Advocate 11/13/50

Indoctrinated into the traditions and color of naval life is Lawrence Edward Persinger, seaman recruit, USN, son of Mr. and Mrs. Carl Persinger of Route 3, Terre Haute, who received his first military instruction at the Naval Training Center, San Diego, Calif.

Two Terre Haute men, John G. Weant, engineman, second class, USN, husband of Mrs. John G. Weant of 1246½ Lafayette avenue, and Elden M. Anderson, seaman, USN, of 2114 Dillman street, were recently commended by Rear Admiral O. B. Hardison, Commander, U. S. Naval Forces, Marianas, when his ship, the fleet tug USS Yuma, was awarded the battle efficiency pennant for being the outstanding ship of its class in the Pacific Fleet for 1950.

A baby boy was born Aug. 27, to Mrs. Lillie Wright, wife of Staff Sgt. Darrel J. Wright, USMC, of 430 South Fourteenth street, at the U.S. Naval Hospital, Santa Margarita Ranch, Oceanside, Calif. The baby has been named Ronald Franklin. The baby's father is serving with the U. S. Marine Corps in the Pacific. Mrs. Wright is residing at 10439 Bryron avenue, South Gate, Calif. They have one other child.

Three Terre Haute men, Charles Kenneth Cline, fire controlman, third class, USN, son of Mr. and Mrs. Charles K. Cline of Route 7; William J. Cummins, airman, USN, husband of Mrs. Edith Mae Cummins of 2613 Maple avenue, and Doyne A. McDaniel, seaman, USN, son of Mr. and Mrs. Delmont McDaniel of 2912 Schaal avenue, are attached to the aircraft carrier USS Midway in the Mediterranean. During the month of September, the Midway visited Palermo, Sicily; Algiers, Algeria; Cagliari, Sardinia; and Augusta, Sicily, all in that order.

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Community Affairs File

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13.54	-.06	SturmR	.80	8.24	-.15
14.19	-.16	SunMicro	...	3.32	-.03
9.87	...	Sunair	...	3.09	-.01
6.88	+.01	SunrAssist	...	24.80	-.46
6.80	+.05	SunTrst	1.80	55.57	-1.01
9.14	+.07	Supvalu	.57	15.82	-.39
7.83	-.11	SykesEn	...	4.07	-.04
16.30	-.98	Symantec	...	40.39	+.29
10.55	+.14	Synovus	.59	18.64	-.46
14.93	-.05	Sysco	.44	26.60	-.17
10.05	-.84	SystCpt	...	7.32	-.01
6.22	-.06	TCW	.32	4.92	+.02
4.45	...	TECO	.76	10.82	-.01
9.37	-.04	TJX s	.14	18.38	-.49
12.17	-.82	TXU Corp	.50	18.11	...
9.04	-.01	Target	.24	31.69	-.45
6.83	-.72	TelMexL	1.09	30.80	-.08
7.15	+.15	Tellabs	...	5.57	-.42
1.48	+.02	Templelnl	1.36	41.50	-.19
3.55	-.08	TmpGlb	.48	7.80	-.01
9.98	-.87	TncoAut	...	2.86	...
6.60	-.75	Texinst	.09	19.00	+1.78
2.24	+.30	Textron	1.30	28.86	-.73
9.13	-.17	Thornbg	2.34	21.65	+.20
9.66	+.46	3Com	...	5.14	-.01
2.35	-1.42	3M Co	2.64	129.00	-4.64
1.00	-.44	ToyRU	...	9.25	-.28
5.16	+.22	TrackData	...	.46	...
9.71	-.07	TrCda g	1.08	14.87	-.14
5.50	...	Tredgar	.16	12.68	-.34
2.30	-.10	TrinityIn	.24	15.29	-.21
4.60	+.03	Tycolntl	.05	13.12	-.42
9.00	...	UGI s	1.14	30.55	+.41
3.52	-.34	vjUSG	...	5.16	...
1.94	+.31	UniSrcEn	.60	17.76	-.14
2.05	-.22	UnionPac	.92	58.73	-.30
2.40	-.13	UPlantr s	1.33	27.33	-.56
7.02	+.74	UPint pfE	2.00	51.14	...
0.98	-.02	Unisys	...	10.22	+.04
0.66	+.05	UtdAuto	...	13.88	+.15
9.09	+.02	UPS B	.84	57.73	-.97
7.66	+.02	UtdRentl	...	10.40	-.15
7.50	+.18	US Bancrp	.82	21.35	+.25
0.11	-.24	US Enr	...	3.45	-.03
3.60	-.20	USSteel	.20	11.98	+.16
4.67	-.23	UtdTech	1.08	82.27	-1.44
1.75	-.14	Unocal	.80	26.59	-.12
5.02	-.27	ValueCty	...	1.79	-.01
1.81	-.19	Vectren	1.10	22.17	...
0.12	-1.18	Veritas	...	18.72	-.15
7.38	-.22	VerizonCm	1.54	33.33	-1.21
7.96	+.04	Viacom	...	39.92	-1.38
1.58	+.04	ViacomB	...	39.92	-1.32
3.53	+.68	ViadCp	.36	20.43	+.02
.82	+.02	Vishay	...	10.41	+.17
3.55	-1.03	Vitesse	...	2.39	-.18
1.61	+.04	Vodafone	.29	19.03	-.57
1.48	-.25	Wabash	...	7.48	+.08
1.48	-.92	Wachovia	1.04	38.22	-.37
1.46	+.18	WalMart	.36	54.54	-.75
1.49	-.86	Walgrn	.15	30.43	-1.50
1.12	-.28	WalICS	.66	25.05	+.05
1.87	-.36	WAMutl	1.20	38.32	-.73
1.90	+.22	WRIT	1.41	27.66	+.19
1.97	+.13	WsteMinc	.01	21.30	-.43
1.95	-.18	WatsnPh	...	28.28	-1.20
1.90	-.67	WeinRlt	2.34	40.23	-.47
.50	...	WelsMk	1.08	31.13	-.37
0.65	+.03	Wellmn	.36	11.04	+.15
1.51	+.11	WellptHlt	...	73.83	-3.72
1.36	-.85	WellsFrgo	1.20	48.74	-.71
1.24	-.88	Wendys	.24	28.18	...
1.06	+.07	WestarEn	.76	12.90	-.10
1.32	+.13	WWirelss	...	4.85	-.08
1.84	-.30	Weyerh	1.60	49.13	-.18
1.11	-.13	Whripl	1.36	52.05	-2.22
1.31	-.58	WhiteElec	...	7.94	+.24
1.76	+.08	WholeFd	...	57.33	-1.47
1.89	-.05	WmsCos	.04	5.10	-.29
1.84	+.29	WirelessT	.08	2.29	+.04
1.94	-2.08	WiscEn	.80	25.36	+.01
1.50	-.83	WolWW	.22	16.80	-.41
1.15	-.10	WrldGate n	...	28	+.02
1.30	-1.28	Wrigley	.88	56.78	-1.33
1.55	-.13	Wyeth	.92	34.71	-.96
1.00	+.04	Wynn n	...	18.11	-.19
1.10	-.78	XOMA	...	4.39	-.01
1.70	+.12	XcelEngy	.19	12.98	-.01
1.40	+.54	XcelE pfA	3.60	50.50	+.25
1.07	...	Xerox	...	8.98	-.03
1.53	-.43	Xicor	...	4.62	+.11
1.07	+.17	Xilinx	...	25.53	+1.07
1.57	+.02	Xybrnaut	...	.39	+.02
1.72	-.36	Yahoo	...	24.67	-.14
1.55	-.17	YumBrds s	...	24.33	-.73
1.86	...	Zimmer	...	44.70	-2.05
1.57	-.14	Zoltek	...	2.59	-.02
1.76	+.03	ZweigTl	.58	5.74	-.01
1.35	+.08				
1.63	-.72				
1.86	-.21				
1.51	-.29				
1.99	-.05				
1.00	+.20				
1.73	-.02				
1.68	-.85				
1.69	-.71				
1.72	+.02				
1.67	-.02				
1.90	...				
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Wars (WW)

Terre Haute Tornado

No B-26 bomber that navigated the skies of Europe during World War II earned more renown than Marauder #295906, better known as the *Terre Haute Tornado.*

Major R.E. Wilson of Terre Haute (center, back)

A member of the 344th Bomb Group of the Ninth Air Force, it participated in 114 combat missions, 90 percent of the time as a lead aircraft. Though damaged several times, it survived. Manufactured by Glenn L. Martin Assembly Co. of Baltimore, Marauder #295906 initially was assigned to the 497th Bomb Squad at Hunter Field in Georgia. In September 1943, Major Robert E. Wilson—the 1938 Wiley High School graduate largely responsible for its formidable record—was designated chief pilot. In October Wilson chose his permanent crew: Lt. Jack Havener, co-pilot; Lt. John Preston, navigator; Lt. Roy Humes, bombardier; Sgt. Raymond Sander, radio operator and gunner; Sgt. John Skowsky, engineer and tail gunner; and Sgt. Robert Smith, armorer and turret gunner.

Very difficult to maneuver by inexperienced pilots, the B-26 soon became known as "The Widowmaker." The crew of Marauder #295906 spent three months in intense training before crossing the Atlantic, reaching Stantead Air Base, England, on Feb. 20, 1944. On March 4—four days before their first mission—Havener suggested the bomber be named the *Terre Haute Tornado* in Wilson's honor. Marauders specialized in destroying fortified tactical targets at low altitudes. Several harrowing missions, including the *Tornado's* lead role during the invasion at Utah Beach on D-Day, are described in J.Q. Frierson's informative book, *The Widowmaker Featuring the Terre Haute Tornado.* On June 20, 1944, Wilson led a raid over an enemy site protected by 60 anti-aircraft guns. Flak struck the airplane, destroying its left engine, right rudder and one landing gear tire. Shrapnel also severed Havener's Achilles tendon and punctured Preston's parachute. Nevertheless, Wilson steered the craft across the English Channel to land in Manston, England. Though Wilson received the Silver Star for the heroic feat, his crew believed he merited the Congressional Medal of Honor.

On Oct. 1, 1944, the renovated *Terre Haute Tornado* was transferred to a captured Luftwaffe base near Cormeilles-en-Vexin, France, where it continued its relentless aerial assaults into April 1945. In September 1945, the *Tornado* was sent to Schleissheim, Germany, no longer manned by its original crew. In February 1946, surviving Marauders in the 344th Bomb Group were flown to a reclamation depot at Landsberg and destroyed. Its anguished crew watched the demolition on motion picture theater news reels in the United States. Scale models of the *Terre Haute Tornado* have been placed in five museums, two in England and three in the U.S.

Wilson was an honored guest June 12, 1992, when photos of the *Terre Haute Tornado* and its crew were enshrined on a wall of the Vigo County Courthouse. The son of Oran and Edna Wilson, Major Wilson and his wife, the former Mary Risley, resided in Terre Haute for many years after the war. He died in Carmel, Ind., on April 4, 1993 at age 72.

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Terre Haute Tribune-Star Thursday April 17, 2003 p A9

Ind. World War II

Ind. World War

Indiana 38th Infantry Formed 50 Yrs. Ago

T. H. Tribune-Star 8-27-67

Editor's Note: The 38th Infantry Division, which served in two world wars and has been on duty during civil strife and natural disaster, was formed 50 years ago this month. Here is a resume of its activities.

By BILL WATT
Associated Press Writer

INDIANAPOLIS (AP) — Indiana's 38th Infantry Division, twice bloodied in combat and bearing a tradition that stretches back to hardy frontier militiamen, has been a reserve line of defense for half a century.

The Hoosier National Guardmen, who saw only limited service in French trenches in World War I but swept through Philippine jungles in World War II, often have been called to duty during natural disasters in their home state.

The 38th was organized 50 years ago this month when U.S. involvement ni the First World War was imminent. The division —though frequently drained of manpower and equipment during the next five decades—now stands as a ready reserve force if America's far-flung military commitments are deepened.

There have been some key changes in how the guardmen function.

Their earliest forerunners—a regiment of militiamen during Indiana's pre-statehood days in the 1790s—had no uniforms and provided their own weapons, lead, powder and flints.

Today's National Guardman has a closetful of uniforms and field gear and while his predecessor walked to the Battle of Tippecanoe, a modern militiaman can ride in any one of an array of mechanical contrivances.

Fined for Missing Drill

A pioneer citizen-soldier was fined 50 cents if he missed a drill. A chronic absentee today is booted out of his unit and a draft board usually grabs him for active duty with the regulars.

Hoosier militia organizations were called out to quell widespread rail strikes in 1877 (one of the officers, Benjamin Harrison of Indianapolis, later became President) but the Guard as we know it wasn't formed until 1895. It was authorized at 2,800 officers and enlisted men.

Four regiments were mustered for use during the Spanish-American War in 1898—but three of them never left the country. One unit pulled brief garrison duty in Cuba and a later-formed regiment was part of the army of occupation.

Some units of what was soon to become the 38th Division were called for patrol duty on the Mexican border in 1916.

There is little record of encounters with roving gangs of Mexican bandits and the guardmen returned to Indiana in time to prepare for the activation push for World War I.

Timeline F

The callup caught many units unprepared, with no uniforms or other equipment.

One cavalry troop left Evansville for Camp Shelby, Miss., with two curry combs and four brushes—but no horses.

The early arrivals found little but scrub pine forests and mud at Camp Shelby. There were no rations so mess officers purchased food in nearby Hattiesburg with the unit's meager funds.

Another unit left Evansville somewhat better provided. Citizens contributed funds to help clothe the men and provide one Model T Ford truck.

The 38th was dubbed the "Cyclone Division"—a name it still holds—after a tornado ripped through the camp in April 1918, killing one private from Marion.

Orders for France

Orders for embarkation to France were issued, then revoked, and the division was ordered to furnish 6,000 replacement troops for the front.

The 6,000 left for Europe in October 1918, with medical corpsmen already battling an influenza epidemic.

Upon arrival in Europe, the 38th's units were scattered over central France, from Brest at the tip of the Brittany peninsula to Le Mans, 150 miles inland. They eventually were assigned to 12 different divisions.

The most-heralded Hoosier contingent was the 150th Field Artillery, which was assigned to the 42nd (Rainbow) Division — a unit comprised of national guardmen from 26 states.

The regiment returned home in May 1919 and paraded throug in May, 1919, and paraded through downtown Indianapolis with its regimental colors displaying battle streamers from six engagements. Among them were the St. Miheil and Meuse-Argonne offensives.

Troops from the 38th incurred 301 total wartime casualties—105 killed in battle, 47 from wounds and 81 from disease, mainly pneumonia and influen-

Community Affairs File

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za.

Units in 3 States

Peacetime reorganization of the 38th maintained units in Indiana, Kentucky and West Virginia. In 1923, Maj. Gen. Robert H. Tyndall took command of the division and kept it until the onset of World War II.

Peacetime and depression years cut heavily into funds and equipment. Many units had no armories—some training in vacant basements or in homes—but by 1940 an extensive armory construction campaign had provided most units with training sites.

By this time, men were no longer buying their own uniforms. They utilized a heavy surplus of World War I gear—much of it of British design with Stetson-type campaign hats, wool blouses and breeches and spiral wrap leggings.

Veterans described the gear as "uncomfortable," especially after wearing the hot wool uniforms during summer encampments at Ft. Knox, Ky.

Officers were bedecked with Sam Browne belts and polished leather boots with spurs.

The 38th stepped up training in 1940 after war again erupted in Europe in late 1939.

The division was called to active duty in January 1941 and returned to a still-rustic Camp Shelby. The 9,000 officers and enlisted men soon were brought to war strength of 18,000.

Submarine and invasion scares swept across the nation after the Japanese raided Pearl Harbor. The 38th took part in local defense plans for forestalling an invasion of submarine attack from the Gulf of Mexico. The coastline defense drained manpower needed for training and the operation was curtailed three months later when the invasion scares evaporated.

Training, both in Louisiana and Texas back country, and in amphibious operations, tied up the division for nearly three years.

The troops spent Christmas 1942 re-staging an amphibious landing exercise which had resulted in a fiasco when a massive storm scattered convoy units and troops over several miles of the Gulf shoreline.

In 1944, the division embarked for Hawaii and trained for another six months.

It sailed from Hawaii under secret orders in July 1944 and en route the men learned they were bound for Oro Bay, New Guinea.

The Hoosiers noted that the only advantage of hot New Guinea over Camp Shelby was fewer snakes.

The first landings under enemy fire were on Leyte, in the east central Philippines.

Japanese air attacks harassed the convoy carrying units to Leyte and 112 men of the 149th Infantry were killed Dec. 5 when

over —

a Kamikazi plane plunged onto the deck of the SS Marcus Daly.

More casualties were incurred later when another suicide plane crash-dived the Marcus Daly and then careened onto a nearby troop landing craft.

First units waded ashore on Dec. 5 and that day a Sgt. Bill Stewart, of the 1st Battalion of the 149th, shot a Japanese sniper out of a coconut tree, the first reported enemy casualty at the hands of the 38th in World War II.

The advance units battled enemy soldiers for several days for control of an airstrip, finally capturing it on Dec. 11.

Fight in Jungles

The division then hacked Peninsula on Jan. 29, 1945, and fanned out inland.

The stage was set for the Battle of Zig Zag Pass, the 38th's major engagement of the war.

The pass had rugged terrain, steep cliffs and heavy jungle growth. Units operating in the dense underbrush became confused and suffered heavy casualties in several engagements with dug-in Japanese soldiers. Running battles lasted for two weeks before the pass was secured.

The division tehn hacked through jungles on Bataan for seven days and cleared the area of major enemy forces. It earned an unofficial nickname, "The Avengers of Bataan" for securing and mopping up the enemy-held region which had been the scene of an heroic last stand by U.S. troops in 1942.

The division then turned to the fortified island of Corregidor, killing more than 6,000 enemy troops.

The guardmen poured drums of oil into honeycombs of tunnels and caves, set the fuel ablaze and flushed out the enemy.

The burning techniques were refined on nearby Caballo Island, an almost inaccessible mountain, when gasoline, diesel oil and napalm were mixed and hauled up sheer cliffs, emptied into exposed shafts and ignited by phosphorous grenades.

The division moved on to other island outposts in mop-up operations while some of its units were transferred to jungle areas near Manila for further clean-up action.

In the fighting near Manila, the Stotsenbrug operation, the 38th claimed more than 8,000 enemy dead.

Total figures for the Luzon operations recorded more than 20,000 Japanese dead while the 38th lost 37 officers and 527 men killed in action. Some 2,000 guardmen were wounded.

The division was still hunting down isolated pockets of Japanese troops when word came on Aug. 15 that the enemy had surrendered.

The men began returning home and the division was made inactive in November.

The Department of the Army report for the entire war showed a total of 3,464 38th Division casnating nearly a score of divideaths.

Reorganized in 1947

The division was reorganized in 1947 with 4,338 men—all Hoosier units. During the 1950s and 1960s, the division was beefed up to about 11,000 men in units in 71 Indiana cities.

The 38th again is being reorganized in a national shuffle of guard divisions which is eliminatng nearly a score of dvisional units in other states.

When reorganization is complete next year, the division will contain about 10,000 men in Indiana and also will have units in Ohio and Michigan.

State militiamen often have been used during natural disasters and civil disturbances.

The guard was used during floods in 1937, 1959, 1960, 1961, 1963 and 1964.

In 1965, more than 1,200 guardmen were called to help victims of the Palm Sunday tornadoes and last January a task force cut through snow-isolated northern Indiana.

On three occasions — in 1922, 1932 and 1936—the Guard was used to quell mining strikes in southwestern Indiana, to restore order during the Perfect Circle strike at New Castle in 1955, and last month nearly a thousand were put on standby duty when racial disorders erupted in South Bend.

Training standards have been stepped up during recent years with the threat of a possible guard callup because of the Vietnam situation. Most units train 12 weekends per year with two weeks of summer training.

About 200 Hoosier guardmen spend two weeks at a jungle training school in Panama each year and some summer training has been conducted in Puerto Rico in past years.

Recent Defense Department directives indicate new standards will be set for the 38th's officers and riot control training will be emphasized.

The division plans to celebrate its 50th anniversary with displays and parades in several Hoosier communities, at the State Fair and in a massed review in Indianapolis on Veterans Day, Nov. 11.

Ben Blumberg looked to beautiful future

From the archives

By Lois Harris
Archives Librarian
Vigo County Public Library

When Benjamin Blumberg wrote the paper City Gates, which he read before the Terre Haute Literary Club in 1921, he could have had no inkling that in 20 years he would have an opportunity to contribute directly to Terre Haute's "civic art and municipal improvement," the subject of his paper. His opportunity came at an unlikely time, in an unlikely place: a former gas station at Sixth and Cherry streets, in the 1940s during World War II.

Businessman long active in disparate community projects, like the Boys' Club program and promotion of the city's industrial development, Ben had been congratulated by President Hefty of the Terre Haute Chamber of Commerce during a meeting of the board of directors in March 1940: "I should like to acknowledge what I think is a great honor to this organization ... I think we can point with pride to this gentleman, Ben Blumberg, who was voted the most useful citizen in Terre Haute during the year 1939 by the Civic Council."

Ben responded, saying he would be glad to go along and do as he had always done for the community, but that he was getting a little embarrassed about the matter and hoped he would not have to leave town.

Far from leaving town, Ben merely took on another large task. As Vigo County chairman of the United Service Organization, Inc. (USO), he was prime mover in organizing the local Troops-in-Transit committee, a group of Catholics, Jews and Protestants; YW, YM, Salvation Army and National Travelers Aid people who were also businessmen, clergy, housewives, young single women, all of whom worked day and night without remuneration, "enjoying it immensely." They provided the comfort of way stations to traveling service men and women arriving in Terre Haute by train and bus and awaiting connections to other destinations. In two lounges, one at the Union railroad station and the other adjacent to the bus terminal, the travelers could loaf, rest, eat and drink.

Ben must have found satisfaction in creating with his new transit committee — Father H. F. Winterhalter, chairman; Mrs. Fred Brengle, secretary; Mrs. Winifred Roach, treasurer; the Rev. A. J. Esperson, Glenn Andrew, Mrs. Max Goodman, Mrs. Daniel Harmon, P. J. Ryan, Charles Kolsem, Robert Nitsche — stopping off places for service personnel that were both useful and attractive. Combining a long standing interest in "improving our communities' living conditions" and in studying "ideas pertaining to the beautification and aesthetic elevation of the city in which we live," (as he wrote in 1921) with a practical bent, social skills, and compassion, Ben infused his committee members with his own enthusiasm for beauty and civic improvement. He molded the group early into a model of organizational efficiency and harmony whose minutes of meetings and other records preserve their clarity of purpose and imaginative working out of the means to achieve it.

In October 1942, after a summer of planning and preparation, Ben reported to the national Transit Service committee in New York concerning the first lounge to be functional, that "shower baths, washstand, partitions, cupboards and electric wiring have all beeninstalled and arranged according to our needs by the joint efforts of the Pennsylvania and C. & E. I. railroads. Carpets and furniture have been donated by interested citizens and these are being put in first class shape by the Youth Administration."

With over 100 trained hostesses, the station lounge opened early in November. Hostesses were supervised by the one paid member of the committee, Cassie Jones Gossom, a graduate of Indiana State Teachers College with experience in both state and county relief work. Her annual salary, paid by the national committee, was $2,100. (With Cassie's resignation in June 1944, Mrs. Grace Mann, a former public welfare visitor, became supervisor.)

With $206.69, chiefly from the sale of scrap iron, in the treasury and gifts pouring in from organizations and individuals, the first lounge was off to a good start. By late November, the minutes of the committee record that "fruit for the lounge was being furnished by the various schools and that a schedule for this service has been made up in June. This is being financed by penny contributions from school children. Mrs. Enders reported that St. Mary's and the ArmyMothers are furnishing cookies continually. A Sunday School class has volunteered to make Christmas candy and children are bringing Christmas cards for men to use in the lounge."

In the same minutes, it is recorded that discussion took place regarding the opening of a second lounge in the abandoned filling station at Sixth and Cherry. Father Winterhalter informed the committee that the owner had agreed to allow them free use of the building.

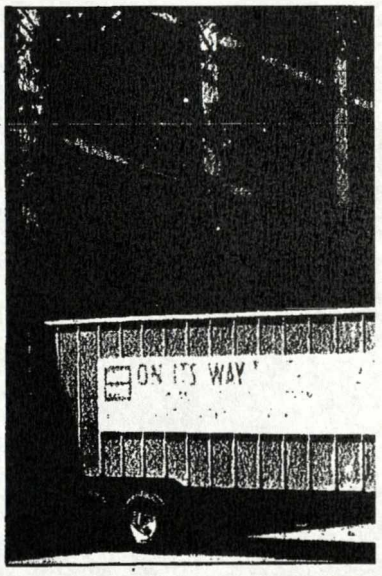
Ben takes the matter up with the New York office, not failing to mention his admiration for the building and its aesthetic potential. He writes, "The committee feel it highly desirable and practical ... frequently the bus station is so full and crowded that service men and others are forced to stand out in the rain. Seating conditions are so bad they are sometimes not able to find a seat for many hours. The building we are considering for a lounge is a very artistic stone building, which is just the right size for our purpose."

Having secured approval by the New York office and the willingness of Cassie Gossom to supervise the second lounge without additional pay, Ben worked behind the scenes to make the building habitable, sending off letters to the Indiana Gas Utilities Co. and the U.S. WarProduction Board. Finally, he signed the lease for the duration.

The minutes preserve a record of the action and community cooperation that followed: "Mr. Kolsem, who has donated heaters for the new lounge, reported the Citizens Gas Co. will install the heating system and the Indiana Gas and Chemical Co. will provide the gas. Mr. Blumberg stated Mr. Tom Little, contractor, will donate his time and supervise the necessary alterations for the lounge. Eight or 10 carpenters will give one day's time for renovation of the building. It was moved by Mr. Blumberg that Mrs. Carl Wolf be authorized to spend up to $500 for appropriate furnishings. It was suggested (surely by Ben) that a fence be built around the premises and an electric sign be placed above the building."

It must have been a juggling act, turning from one lounge to the other. To the first lounge transients were arriving in large numbers.

Continued next week



Remember when

May 18, 1955 ... trucks backed into t

I have seen eight horses to one wagon, and every horse would have a row of bells over the hames. The driver would sit on the near wheel horse, with a long whip.

"I can see them yet, swaying from side to side, as they slowly and contentedly wended their way. One day I concluded to count the 'mover wagons,' as we called them, that went by. I sat and watched all day, and counted 120, and I only counted the mover wagons."

Traveling a portion of what she termed "Young America's 'Appian Way'" during the famous 1840 Harrison-Tyler Presidential campaign, Semira noted the many log cabins on either side of the road. Most of these humble dwellings, as well as homes of the more prosperous, displayed "some emblem or device, supposed to represent General Harrison's heroic battle of Tippecanoe, or some other scene of Indian warfare or pioneer life.

"What was most in vogue was a miniature log cabin, miniature hard

sassinated. It was April 15, 1865. Sarah was living with her aunt and uncle one mile east of Straughn in Henry County.

"Why, the morning Lincoln was shot, there was a horse rider came riding. The horse was covered with sweat. The man was riding so hard on the old National Road. There wasn't much to the road then. Of course, the going was hard. And mother said the horse was just lathery white. The fellow never slowed a bit. He just yelled as he got close enough — when he thought he

washington, Lincoln was put on a train, and the train went right back of their place there. And they knew, of course, down here about when it was coming, and mother just literally lived back there by that railroad. And so she said when the train came, it was running slow. It wasn't running at a normal rate. And said that she ran back there and her uncle and aunt did, too. And said that they could see the casket in there draped with a big, black cloth as it went by. Not a sign of flowers. Not a sign of flowers anywhere. They got to see that go by."

Community Affairs File

Servicemen found flowers and rocking chairs in local lounges

(Wars (WW) - World War II (Era))
Community Affairs File

From the archives

T s OCT 2 3 1983

Editor's Note: The following is the second part of the story about Ben Blumberg and the maintenance of lounges for "troops in transit" during World War II.

By Lois Harris
Archives Librarian
Vigo County Public Library

It must have been a juggling act, turning from one lounge to the other. To the first lounge transients were arriving in large numbers. Cassie Jones Gossom, reports: "A wonderful spirit of cooperation is displayed among the servicemen. Men come through who are still recovering from an injury, others have never traveled before, and a few have had too much to drink. In each instance, without being obvious, a serviceman has rendered assistance."

While Cassie is observing the travelers, Ben Blumberg is struggling to secure an extra allotment of sugar and syrup for the local Coca Cola Co. which will enable the committee to put a Coca Cola vending machine in both lounges. (That problem solved, the next one concerned coffee, which also was solved.)

Early in January 1943, after watching the remodeling work in progress at the gasoline station, Ben writes to New York:

"While there I met Mr. Albert Warner, president of the Johnson Oil Co. who erected the building, and I was informed that it has a particular and peculiar architectural history.

"The building was built out of fieldstone gathered on the Crow Creek Hill about 10 miles northwest of the city, and in the building there are mottled effects of various shades of browns and grays and sandstones, which started a new style of architecture in this city. Several houses have been built of the same construction and materials since then.

"The roof is also an innovation in that it is constructed of enameled iron made by the Columbian Enameling Co. of this city. The whole effect is Old English. At the time the buildihg was erected it received considerable national recognition as being an outstandingly attractive gasoline station. We are attempting to preserve this effect in the remodeling and will therefore surround it with a very attractive picket fence."

By the middle of the month, the second USO lounge in Terre Haute opened with the distinction of being the 100th lounge in the national. It was named for Benjamin Wimer, a distinguished military man according to Ben, "who lived many years in this community, died last year and has two sons in the armed service."

Cassie echoes Ben's pleasure in the new lounge as she describes the interior in one of her reports: "The space which formerly housed the greasing department was converted into an attractive 23-foot square lounge room. The furnishings arnd appointments of this room are buff, dubonnet and blue. Reception room and rest room carry this color scheme of red, white and blue."

She adds, "A neon sign, USO, in red, white and blue stands immediately over the entrance." On a small scale the committee had acted upon Ben's dictum of over 20 years ago: "The threshold or actual city boundaries call for adequate signs, directions and references, but they ought not be left to the whims and accidents of advertising. History and art can combine to make their legends useful, educational and pleasing. They need not be stone or iron but permanence is desirable."

The committee had taken the abandoned architectural gem of stone and iron and had made it as pleasing and as visible as they could. And they had made it permanent — for the duration.

Nor did the matter end there. Enhancement of the lounges continued even as they drew capacity crowds. In April 1943, Cassie reports that the floor of the Wimer lounge is being refinished and the fence painted. She suggests shrubbery and window boxes would improve the appearance of the building.

In early May, Cassie comments on the "homelike atmosphere of the building," with flowers planted in window boxes along the four windows and four evergreen trees placed at the two entrances.

Later in the month Cassie notes, "The Union station lounge has two new chairs. One is a brilliant red leather chair and the other a vivid green. We willingly accept the quips about rushing the Christmas season because it does lend a note of cheer."

With the gift of a victrola for the duration, the travelers now have a choice, she says, from among "the three B's — Bach, Beethoven and the Boogie-Woogies. We are pleasing the tastes of all service men and none fail to tell us how much they enjoy them."

She also brings the committee up to date on Wimer lounge where "10 wooden stained rocking chairs have been placed outside the lounge. I hope your mental picture of 10 service men rocking in unity or disunity gives you as humorous a picture as it does to the service men themselves and to the passers by. Despite the laughter they enjoy them.

"It would amaze you to hear the men comment on our flowers which

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are now in full bloom in the window boxes. Many a man stops to weed them and some times we feel they are getting just a little too much water."

Along with beautification of the lounges went maintenance, and not only of floors, furniture and window boxes. After a year and a half, a shortage of towels was being felt, whereupon at Ben's suggestion $75 was appropriated "with which eight dozen Turkish towels and an ample supply of hand towels may be purchased." They were good for three months, after which "the Council appropriated some funds with which to buy a much needed supply of towels." The Park Board placed six benches in the small park at Union station, and Ben some chairs. Ben also repaired the fence at Wimer lounge.

So it went. By July 1945, 100 new towels were sent to the Union station lounge, a supply "now sufficient for summer needs." Within six months they were gone.

The committee could replace towels and repair the pool table, but they never revealed how or whether they solved "a real problem" that had cropped up in August 1945, when secretary Elsie Brenglereports "an increase at the Wimer lounge in the number of men who pick up girls at the bus station and go into the lounge for petting parties." (Surely the committee was aware of the peril inherent in the scene.)

Wimer lounge closed March 1, 1946. The property was turned back to Demas Waterman "in a way that was entirely satisfactory." Furnishings were returned to donors, moved to Union station, which didn't close until July, or sold at auction. Most of the furnishings at Union station had been purchased by railroad employees and stayed there. To the Vigo County USO went all funds that remained in the Troops-in-Transit treasury, $27.90.

Afterwards Ben went along, doing as he had always done for the community. (In 1944, in the midst of USO activities, he had saw Blue Cross prepaid health He died in 1971, but his vision and generosity continue to this day.

In the 1940s he had had his chance — four years to try out an idea he had put forth warmly in the conclusion of his 1921 City Gates paperfor the Literary Club:

"We do not need more citizens or more houses or more factories nearly as much as we need better citizenry, prettier homes, more attractive portals — civic pride expressed in civic art at our threshold and in our vestibules."

For thousands of service men and women passing through Terre Haute between 1942 and 1946, Wimer lounge with its "particular and peculiar architectural history," its sign, picket fence and window boxes, was a threshold to the city, an embodiment of civic pride.

Ben Blumberg looked to beautiful future

From the archives

By Lois Harris
Archives Librarian
Vigo County Public Library

When Benjamin Blumberg wrote the paper City Gates, which he read before the Terre Haute Literary Club in 1921, he could have had no inkling that in 20 years he would have an opportunity to contribute directly to Terre Haute's "civic art and municipal improvement," the subject of his paper. His opportunity came at an unlikely time, in an unlikely place: a former gas station at Sixth and Cherry streets, in the 1940s during World War II.

Businessman, long active in disparate community projects, like the Boys' Club program and promotion of the city's industrial development, Ben had been congratulated by President Hefty of the Terre Haute Chamber of Commerce during a meeting of the board of directors in March 1940: "I should like to acknowledge what I think is a great honor to this organization ... I think we can point with pride to this gentleman, Ben Blumberg, who was voted the most useful citizen in Terre Haute during the year 1939 by the Civic Council."

Ben responded, saying he would be glad to go along and do as he had always done for the community, but that he was getting a little embarrassed about the matter and hoped he would not have to leave town.

Far from leaving town, Ben merely took on another large task. As Vigo County chairman of the United Service Organization, Inc. (USO), he was prime mover in organizing the local Troops-in-Transit committee, a group of Catholics, Jews and Protestants; YW, YM, Salvation Army and National Travelers Aid people who were also businessmen, clergy, housewives, young single women, all of whom worked day and night without remuneration, "enjoying it immensely." They provided the comfort of way stations to traveling service men and women arriving in Terre Haute by train and bus and awaiting connections to other destinations. In two lounges, one at the Union railroad station and the other adjacent to the bus terminal, the travelers could loaf, rest, eat and drink.

Ben must have found satisfaction in creating with his new transit committee — Father H. F. Winterhalter, chairman; Mrs. Fred Brengle, secretary; Mrs. Winifred Roach, treasurer; the Rev. A. J. Esperson, Glenn Andrew, Mrs. Max Goodman, Mrs. Daniel Harmon, P. J. Ryan, Charles Kolsem, Robert Nitsche — stopping off places for service personnel that were both useful and attractive. Combining a long standing interest in "improving our communities' living conditions" and in studying "ideas pertaining to the beautification and aesthetic elevation of the city in which we live," (as he wrote in 1921) with a practical bent, social skills, and compassion, Ben infused his committee members with his own enthusiasm for beauty and civic improvement. He molded the group early into a model of organizational efficiency and harmony whose minutes of meetings and other records preserve their clarity of purpose and imaginative working out of the means to achieve it.

In October 1942, after a summer of planning and preparation, Ben reported to the national Transit Service committee in New York concerning the first lounge to be functional, that "shower baths, washstand, partitions, cupboards and electric wiring have all beeninstalled and arranged according to our needs by the joint efforts of the Pennsylvania and C. & E. I. railroads. Carpets and furniture have been donated by interested citizens and these are being put in first class shape by the Youth Administration."

With over 100 trained hostesses, the station lounge opened early in November. Hostesses were supervised by the one paid member of the committee, Cassie Jones Gossom, a graduate of Indiana State Teachers College with experience in both state and county relief work. Her annual salary, paid by the national committee, was $2,100. (With Cassie's resignation in June 1944, Mrs. Grace Mann, a former public welfare visitor, became supervisor.)

With $206.69, chiefly from the sale of scrap iron, in the treasury and gifts pouring in from organizations and individuals, the first lounge was off to a good start. By late November, the minutes of the committee record that "fruit for the lounge was being furnished by the various schools and that a schedule for this service has been made up in June. This is being financed by penny contributions from school children. Mrs. Enders reported that St. Mary's and the ArmyMothers are furnishing cookies continually. A Sunday School class has volunteered to make Christmas candy and children are bringing Christmas cards for men to use in the lounge."

In the same minutes, it is recorded that discussion took place regarding the opening of a second lounge in the abandoned filling station at Sixth and Cherry. Father Winterhalter informed the committee that the owner had agreed to allow them free use of the building.

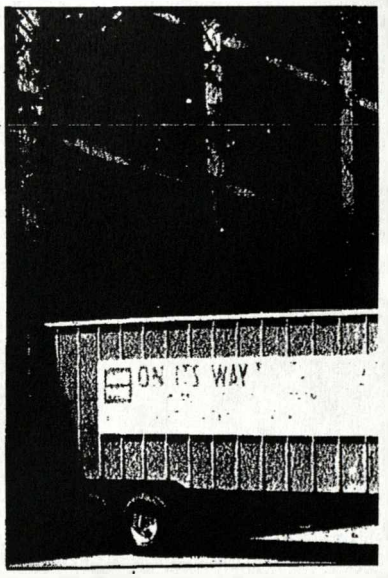
Ben takes the matter up with the New York office, not failing to mention his admiration for the building and its aesthetic potential. He writes, "The committee feel it highly desirable and practical ... frequently the bus station is so full and crowded that service men and others are forced to stand out in the rain. Seating conditions are so bad they are sometimes not able to find a seat for many hours. The building we are considering for a lounge is a very artistic stone building, which is just the right size for our purpose."

Having secured approval by the New York office and the willingness of Cassie Gossom to supervise the second lounge without additional pay, Ben worked behind the scenes to make the building habitable, sending off letters to the Indiana Gas Utilities Co. and the U.S. WarProduction Board. Finally, he signed the lease for the duration.

The minutes preserve a record of the action and community cooperation that followed: "Mr. Kolsem, who has donated heaters for the new lounge, reported the Citizens Gas Co. will install the heating system and the Indiana Gas and Chemical Co. will provide the gas. Mr. Blumberg stated Mr. Tom Little, contractor, will donate his time and supervise the necessary alterations for the lounge. Eight or 10 carpenters will give one day's time for renovation of the building. It was moved by Mr. Blumberg that Mrs. Carl Wolf be authorized to spend up to $500 for appropriate furnishings. It was suggested (surely by Ben) that a fence be built around the premises and an electric sign be placed above the building."

It must have been a juggling act, turning from one lounge to the other. To the first lounge transients were arriving in large numbers.

Continued next week



Remember when

May 18, 1955 ... trucks backed into t

Sun. Oct 16 1983 pE3 Trib. Star.

T JUN 4 1974

Dr. Furry Joins Comrades From WW II Bomber Group

T JUN 4 1974 Community Affairs File

Biography (also) World War II (T.H.)

The horrors of war took a back seat to memories of comradeship and dedicated purpose, as well as recollection of lighter moments in service, at the first reunion of a World War II bomber group of which a local man was a member.

Dr. Hobart E. Furry, Terre Haute optometrist, was 1st Lt. Furry, 30 years ago, and pilot of a B-17 bomber with the 490th Bomb Group, Eighth Air Force, which flew 158 missions over Europe from Suffolk, England.

He's just back from the reunion last weekend in Dayton, Ohio, where upwards of 400 members of the group attended.

Pilots and crews of the B-17's and B-24's making up the group were drawn to the reunion by the efforts of retired Lt. Col. J. L. (Uncle Joe) Milliken, 66, of Eugene, Ore., who promoted the 30th anniversary observance of the first mission.

Jack Jones, Dayton Daily News reporter, in a by-lined article announcing the event, quoted Milliken to the effect that the idea of the reunion crystalized last year during a cross-country travel trailer trip to visit several friends from the wartime association.

He started with a list of 2,683 names and addresses compiled in 1945, wrote thousands of letters, checked phone books and telephoned former 490th members.

"Hardly anyone still lived at the 30-year-old addresses," the report continues, "but Milliken got in touch with several hundred."

Gerald H. Leland, president of Ledex, Inc., another B-17 pilot, suggested Dayton as the place for the gathering and reunion plans became a reality last week.

Scheduled activities included a visit to the Air Force Museum, where films of the Eighth Air Force in action were viewed; a picture-taking session in front of aircraft of the types flown by the group; luncheon at the Wright-Patterson Air Force Base officers club; and a banquet addressed by retired Brig. Gen. Glen J. McClernon.

Members of Furry's crew at the reunion included his co-pilot, Fred Curtis of Phoenix, Ariz., and bombardier James Selig of Grand Haven, Mich.

"We had a great time," Dr. Furry reported, adding that plans are ". . . to do it again in about three years."

Community Affairs File

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TERRE HAUTE, INDIANA

War (WW) World War II

Newman, Pvt Freeman M.

THE TRUE HEART OF EUROPE

Newman says good-bye to his big brother—after 52 years

By BETHANY ROUSH
First Edition Editor

Although memories of him are few and seem like a dream, Jack Newman's brother Freeman was very real, and died a tragic death defending freedoms most Americans take for granted.

ON HIS sixth birthday — Jan. 10, 1943 — Jack Newman stood on the front porch of his home on the southside of Terre Haute and waved good-bye to his brother Freeman, who had enlisted in the Army. Jack's two big brothers were both going to fight in the war—real soldiers. For sure, they would be heroes, the boy thought.

But a small boy doesn't comprehend the inherent dangers of war, so taking stock of the moment is not a top priority. Analyzing events that will someday be memories is just not something you do when you're six years old.

However, on May 7, 1945, an eight-year-old Jack did take note of the bells and whistles — a huge celebration of Germany's surrender to the Allies. Jack's father Ferdie Newman was an engineer at the Weston Paper & Manufacturing Company and was in charge of blowing the wildcat whistle every New Year's eve. But this celebration was far greater than the start of any New Year.

"I remember church bells going off...the wildcat blowing

Community Affairs File

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and people honking their horns and shooting guns, you know," Newman recalled with a distant look in his eye. "And I remember seeing my mother sitting on our front porch crying. Everybody else was celebrating...she had just been notified that Freeman had been killed."

FREEMAN M. Newman was killed in action April 15, 1945, near Nissma, Germany. A private in Company B of the 603rd Tank Destroyer Battalion, 6th Armored Division of General Patton's 3rd Army, Freeman and his partner had been on a mission to locate a water point when they were ambushed. He was 32.

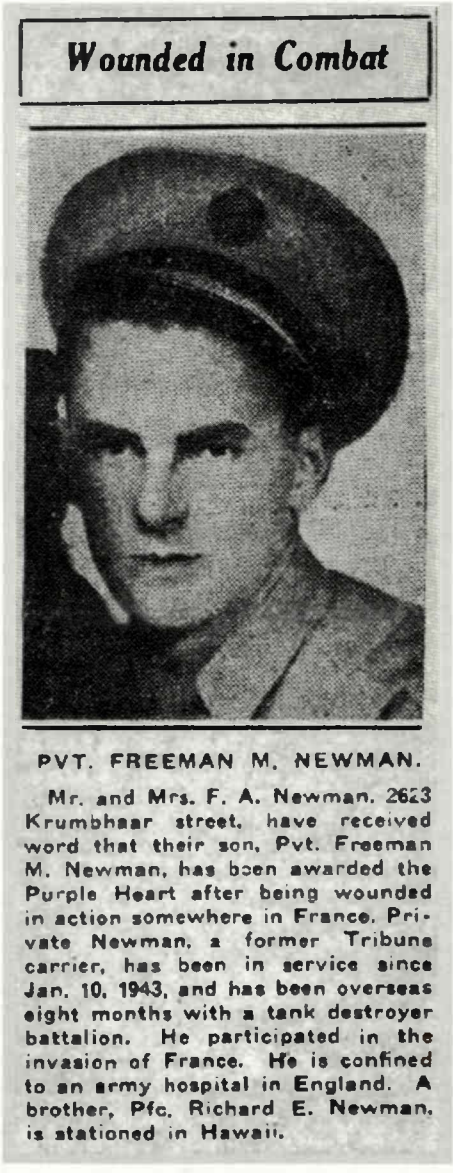
"Although he'd been killed three weeks prior, with everything that was going on it probably took about that long for them to notify us. I have a feeling Mom was notified just before the announcement that the war was over," Newman shook his head. "It was just so close to being over."

Freeman had written a short letter home dated only two weeks before his death. In it he said it was a difficult time, and he was thinking of his family. He was getting tired of seeing all the Germans, but was sure his mother would understand.

Awarded a Purple Heart in 1943 when he was wounded in action in France, Freeman was sent to a hospital in England to recover and then returned to his unit. He was posthumously awarded his second purple heart, represented by the Oak Leaf Cluster, which is given to servicemen to denote the presentation of a duplicate medal.

Freeman's body was buried at an American military cemetery in Breuna, Germany, but was moved a short time later to the Netherlands American Cemetery in Margraten about six miles east of Maastricht. At that time, the Newmans were given the option of having Freeman returned to the United States, but Edna Newman could not face the grief again and declined.

Newman believes this was for the best because "he's with his comrades." More than 8,000 American soldiers are buried at the Netherlands American Cemetery.



Wounded in Combat

PVT. FREEMAN M. NEWMAN.

Mr. and Mrs. F. A. Newman, 2623 Krumbhaar street, have received word that their son, Pvt. Freeman M. Newman, has been awarded the Purple Heart after being wounded in action somewhere in France. Private Newman, a former Tribune carrier, has been in service since Jan. 10, 1943, and has been overseas eight months with a tank destroyer battalion. He participated in the invasion of France. He is confined to an army hospital in England. A brother, Pfc. Richard E. Newman, is stationed in Hawaii.

A TINGE OF regret crossed Newman's face as he stated simply that he does not recall much about Freeman. As he grew up, though, Jack did occasionally question his mother about him.

Jack's parents married in 1908 when Ferdie was 18 and Edna, 16. Jack was the last of their seven children—four boys and three girls. Freeman was the third. Edna was 44 when Jack was born and lived to be 96 years old; Ferdie died at age 63.

The eldest son Richard, who served in the Pacific theater, survived the war and lived to age 72. Three of Jack's siblings still survive. His brother Bill, closest in age, lives near Barstow, Calif. Two sisters, Mildred Cooprider and Charlotte Langford, live in Terre Haute.

Freeman had been married only a short time before he left for Europe, Newman said. Unfortunately, the family lost contact with his wife Hazel over the years. They had no children.

AFTER MORE than 50 years, Jack had pushed thoughts of Freeman to the back of his mind. "Oh, once

See **Newman**, page 12

• Newman

in a while on Memorial Day and Veteran's Day, I would think of him and wonder what he would've been like had he lived," Newman said. "He would have been 84 years old."

NOW AGE 61 and a retired Vice President of Marketing for Bemis Company, Newman is a member of First Gold Club through Terre Haute First National Bank.

Jack's wife Janet said, "Last spring, when I read about the Heart of Europe tour in the *First Edition*, I said, 'Jack, I think we'd be interested in this trip to Europe. Come and look.' "

Newman also recalled this. "I looked through the description and found that the group would be staying very near the cemetery where Freeman is buried. We knew then that we must take this trip and visit Freeman's grave."

On a trip to California before the tour of Europe, Jack told his brother Bill of their plans. Although Bill was in the process of building a memorial to Freeman for the wall of his new home, he sent Jack back to Terre Haute with photos, letters and pamphlets to aid him on his journey. Jack promised to return them all, with any new materials he collected, upon his return from Europe.

October 13 finally came — departure day. The trip itinerary had been well planned. When the group arrived in Valkenburg, the Newmans consulted a map of the area to locate the Netherlands American Cemetery. It turned out that the Parkhotel Rooding, where the group stayed, was only about six miles from the cemetery.

On day four, the group visited Bastogne, site of the "Battle of the Bulge" during World War II, to see the Mardasson Liberty Memorial, dedicated to the 77,000 Americans who lost their lives there.

> "This woman speaks so ardently of the time she spent with Freeman — and that's the way she puts it. She spent time with Freeman, not just his grave."

"There were trucks on display there like the one Freeman drove. It was a quarter-ton truck, but it looked like half truck, half tank. A sort of all-terrain vehicle," Newman said.

In Luxembourg, the tour stopped at the grave of Gen. George Patton. "Freeman served in Patton's 3rd Army," he said. "It was ironic that such a fierce leader survived the fighting, but was killed in an automobile accident so soon after the end of the war."

THE NEWMANS knew tour hostess Carole Warner planned to visit the cemetery on Sunday (day six), but Jack also realized that they would not be able to devote the time he wanted to spend there. He also had another private mission.

"In 1947, my mother received letters and photos from a woman named Lena Brom, who had apparently adopted Freeman's grave through an official program," Jack remembered.

"This woman speaks so ardently of the time she spent with Freeman — and that's the way she puts it. She spent time with Freeman, not just his grave." Jack squinted as he read from the elaborate handwriting on a 50-year-old letter. "It's hard to make out, but in the letters, she talks about going to Freeman's grave often and taking flowers.

"It's obvious that she was proud to do this. She got her whole family involved. She took her children and her husband to visit the grave, and here she writes that her mother and father just celebrated a big anniversary and received many flowers. Her mother told her, 'I will keep only half the flowers. Take the other half to Freeman.' "

Jack wanted to try to find this woman to thank her for the care she had shown for his brother. This would take some time.

On day five the trip itinerary allowed for an optional trip to Paris or a free day, giving the Newmans an opportunity to break away from the group. "It was Saturday. Our son Brad was traveling in Europe on business with Eli Lilly and was able to meet us," Newman said.

"When I saw the way they manicure that cemetery and how well regarded the soldiers are by the European people... It's a very serene setting...the chimes ...the chapel. Thousands of visitors per week visit the cemetery, most of them European.

"One thing really impressed me about that tour over there... you see, Americans generally have forgotten about the second World War. The Europeans haven't. In almost every small town there is either a statue or plaque or something that honors their liberators — the Americans, the Allies. And almost everyone we encountered wanted to personally thank us as Americans for liberating them."

THE NEWMANS stopped at the cemetery office to ask the location of Freeman's grave. They were greeted by retired Chief Warrant Officer William S. Parker, who now lives in Margraten.

"We explained why we were there, and he pulled up Freeman's service information. He said, 'I'll show you,' and he closed his office, picked up an American flag and a bucket of sand," Newman said. "It was quite a ways back to the back of the cemetery. We walked and walked. He took the sand and put it in the grooves of the name and information and brushed off the excess so the letters could be read easily. He put the flag in the ground in front of the cross, spent a few minutes with us and then gave us some privacy.

"The most emotional part of the trip for me was when we were actually there at the cemetery and were walking in. All at once Parker calls up the information and there it is coming off the computer, and then we're walking out, and we're walking up to the actual grave. Just the fact that this was actually happening. You know, you can read information and you can look at pictures, but it's still not like being there.

"I looked at my wife...and my son...and I said 'wouldn't Mom have loved to have done this?' "

But Newman knew he still had more to do that day — he had to try to find Lena Brom.

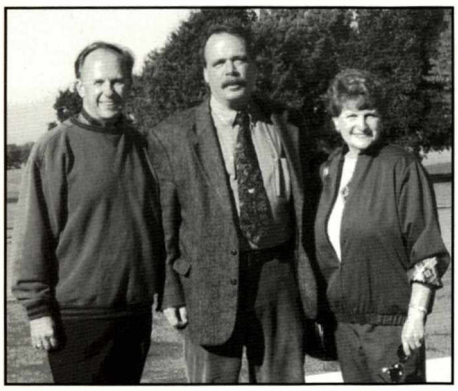
"One thing I noticed as we walked through the cemetery — the war ended on May 8, 1945, but there were so many in the cemetery that were killed during April, the final month, many on the same day as Freeman. That must have been really a tough, tough time. A hard push," Newman said.

The Newmans stopped again at the office and talked with Parker, explaining that they

See **Newman**, page 14

AS IF HE WERE HER OWN—Lena Brom (top photo), a Dutch woman who adopted the grave of American soldier Freeman Newman following World War II, is pictured at the Netherlands American Cemetery. In letters to the Newman family, Brom wrote that her two children (bottom photo) often accompanied her to Freeman's grave.

NEW FRIENDS—(Above) FGC member Jack Newman is pictured above with Felix Prevoo (center) and Mrs. Prevoo in front of their home in Margraten, Netherlands. (Below) Jack and Janet Newman pose with retired Chief Warrant Officer William Parker at the Netherlands American Cemetery.



• Newman

wanted to locate the family that had adopted Freeman's grave in 1947. He gave them the name and address of Felix Prevoo, who has handled the adoption of graves since the war.

"We took off walking to Margraten. Brad led the way. A lady was out washing her windows, so we stopped to ask her where the address was. She couldn't speak English, but she was trying to tell us with gestures which direction," Newman said. "We started out and got about a block away, and she was hollering at us, bringing her son who was about 10 or 11. She had told him the address, and we could tell she was saying, 'he will show you.' This little boy took us right to the house. I bet we walked two or three miles. Mrs. Prevoo invited us right in.

"When I met Mr. Prevoo, I said, 'We...America and the Newman family...really appreciate what you've done.' I thought it was very interesting what he said. He said, 'It's the least we could do for our liberators.' Because if America had not come into that war, all of Europe would be Germany now. It totally changed what their future could have been."

WHEN THE Newmans explained their mission, Prevoo immediately made several calls while his wife showed them pictures of their family and of the graves they had personally adopted. In addition to handling adoption of American graves in the Netherlands, Prevoo also coordinated the return of the bodies of 10,000 American soldiers to the United States. A plaque hung on the wall, a symbol of appreciation from the United States for everything the Prevoos had done.

Prevoo finally came into the living room to say that he'd had no success in locating the "van de Broms," as he referred to the family. "Possibly they have moved," he told the Newmans. "I will try again on Monday. If we cannot locate them, we will have someone else adopt the grave."

Before the Newmans left, they took pictures of the Prevoos. "They were wonderful," Janet said. "He told us he'd had

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a lot of correspondence with people from the United States, but we were the first ones to ever come to the house."

At the end of the day, the Newmans were no closer to finding Lena Brom or her family, but were elated by all that had happened. "We spent all day checking this out," Jack said, "but I'm glad we did it."

A few months later, Newman received a letter from Felix Prevoo expressing regret that he was still unable to locate the Brom family, but assuring Jack that he would adopt the grave himself so it would not go unattended. Jack has vowed to keep in touch with Prevoo.

UPON JACK'S return to the United States, he was contacted by Marilyn Salesman, a reporter for the *Tribune-Star*. Sally Whitehurst had suggested she do a story about Newman's sojourn. It ran on Veteran's Day.

It seemed apropos to Newman that the story ran in the same newspaper for which his brother Freeman had been a carrier as a youth.

"The night it ran, I got a call from a gentleman in Fontanet who said he'd read that article three or four times. He said his brother had been buried in the Netherlands for a period of time, and so many things sounded familiar, he just had to call me," Newman said. "I'm also surprised by so many people who said they saw the article and cut it out to mail it to others.

HONORING A HERO—Freeman Newman's grave as it looked in 1947 when a Dutch woman named Lena Brom visited often and decorated it with flowers. In her letters to the Newman family, Brom expressed her sincere gratitude for Freeman and the many soldiers like him who fought to ensure the freedom of her country.

"So many articles you read are about bad things that happen to people, but this story is about history that people can relate to their family or someone they know. In spite of the war, that era has somehow become such a romantic time. That was the heyday for Americans who are now 70 and 80 years old. It still lives for us through them.

"If it had not been for First Gold Club hosting the Heart of Europe tour, I would never have seen Freeman's grave," Newman said. "I am grateful."

For Jack Newman, what lies at the true "Heart of Europe" is his brother Freeman, and thousands like him who did not live to recall their heyday, but fought valiantly so that others could. ▪

Emeline Fairbanks Mem. Library

WILEY HIGH SCHOOL STUDENTS

WHO SERVED OUR COUNTRY

IN

WORLD WAR II

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ALBERT ABBINETT

GEORGE ABBINETT

DONALD ACKWORTH

HENRY ADAM

JAMES ADAMI

VIRGINIA ADAMS

RICHARD ADAMSON

VICTOR ALDRIDGE

JAMES D. ALEXANDER

JULIAN L. ALMAN

LLOYD ALLBRIGHT

ROBERT ALLENSWORTH

JOSEPH P. ALLISON

JAMES ALSPAUGH

WILLIAM H. ALTEKRUSE

WILBUR AMBS

HAROLD E. ANDERSON

ROBERT ANDERSON

WADE BUSH ANSHUTZ

JAMES M. ARCHER

ROBERT ARMER

REDWIN ARNEY

WARREN A. ARNOLD

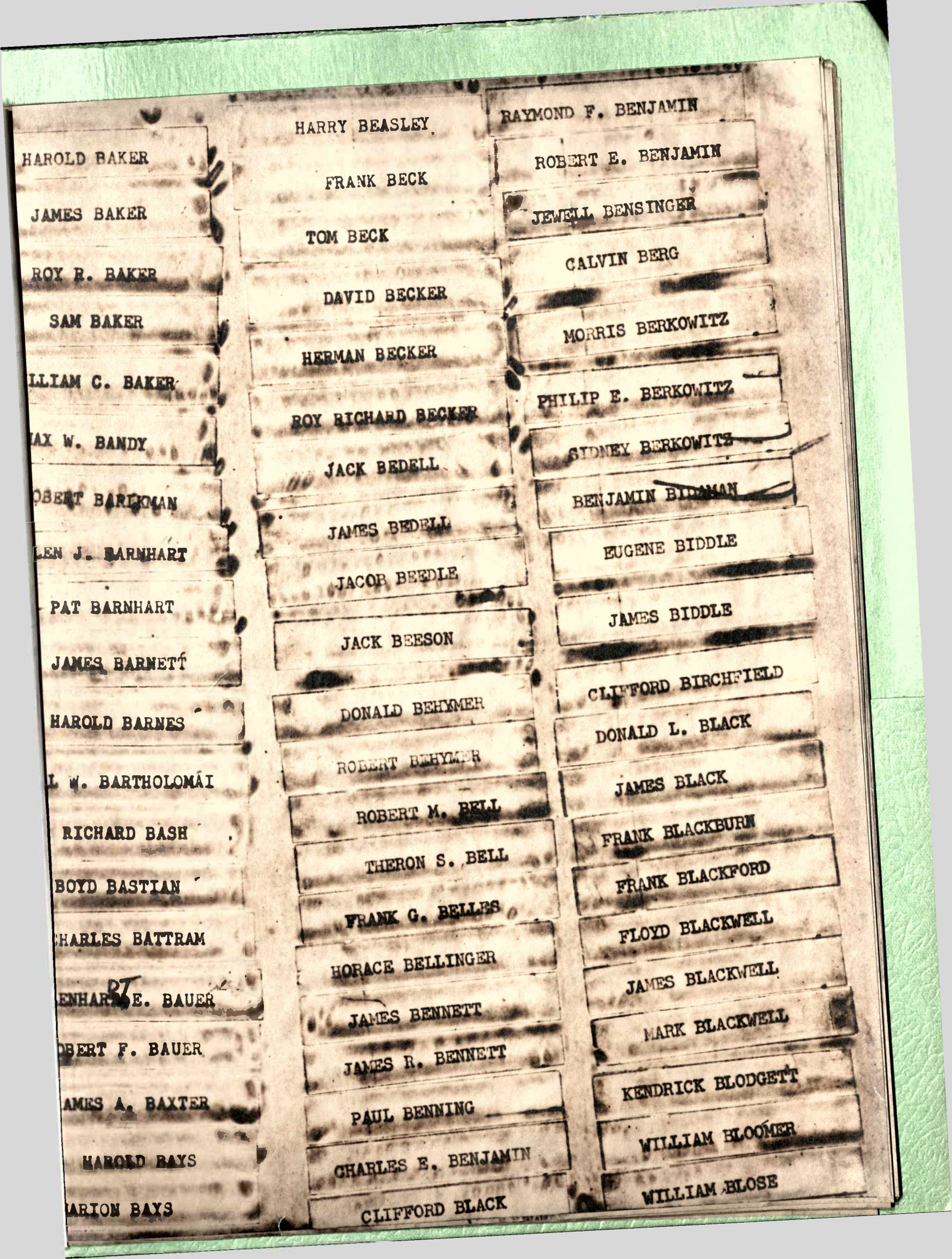
GEORGE ARTZ

COOPER AUSTIN

GLENN AUSTIN

RALPH W. AUSTIN

ABRAHAM AZAR



HAROLD BAKER
JAMES BAKER
ROY R. BAKER
SAM BAKER
LLIAM C. BAKER
AX W. BANDY
OBERT BARKMAN
LEN J. BARNHART
PAT BARNHART
JAMES BARNETT
HAROLD BARNES
L W. BARTHOLOMAI
RICHARD BASH
BOYD BASTIAN
HARLES BATTRAM
ENHAR E. BAUER
OBERT F. BAUER
AMES A. BAXTER
HAROLD BAYS
ARION BAYS
HARRY BEASLEY
FRANK BECK
TOM BECK
DAVID BECKER
HERMAN BECKER
ROY RICHARD BECKER
JACK BEDELL
JAMES BEDELL
JACOB BEEDLE
JACK BEESON
DONALD BEHYMER
ROBERT BEHYMER
ROBERT M. BELL
THERON S. BELL
FRANK G. BELLES
HORACE BELLINGER
JAMES BENNETT
JAMES R. BENNETT
PAUL BENNING
CHARLES E. BENJAMIN
CLIFFORD BLACK
RAYMOND F. BENJAMIN
ROBERT E. BENJAMIN
JEWELL BENSINGER
CALVIN BERG
MORRIS BERKOWITZ
PHILIP E. BERKOWITZ
SIDNEY BERKOWITZ
BENJAMIN BIDDMAN
EUGENE BIDDLE
JAMES BIDDLE
CLIFFORD BIRCHFIELD
DONALD L. BLACK
JAMES BLACK
FRANK BLACKBURN
FRANK BLACKFORD
FLOYD BLACKWELL
JAMES BLACKWELL
MARK BLACKWELL
KENDRICK BLODGETT
WILLIAM BLOOMER
WILLIAM BLOSE

ERESA BLUMBERG

JANE C. BOGIN

FAUSTO BOGRAN

VIRGINIA BOLING

GRAHAM BONNELL

NED BOURKE

JOHN D. BOWEN

GEORGE BOWSER

OSCAR BOWSHER

WAYNE BOWSHER

ROBERT BOYER

WILBUR BOWSER

PHILIP C. BOWNE

CHARLES BOWERS

DEAN EDWARD BOYD

JAMES BOYD

RICHARD BOYLL

MERRILL BRADFIELD

JAMES E. BRADLEY

MARGARET BRANNAN

CARL BRAUNSCHWEIGER

BYRON BRENTLINGER

RICHARD BRENTLINGER

ROBERT E. BRETELL

ROBERT BRIGHT

ROBERT BRIGHT Jr.

WILLIAM BRINKMAN

RICHARD BROADHURST

BIRCH BROCKMAN

BURTON DALE BROUGH

BYRON L. BROWN

GILBERT BROWN

HOMER BROWN

HOWARD BROWN

JAMES BROWN

JOSEPH R. BROWN

RAYMOND BROWN

ROBERT E. BROWN

ROBERT LEE BROWN

SIMEON BROWNE

VINCENT R. BROYLES

JAMES BRUMFIELD

RANDOLPH BRUMFIELD

WILLIAM BRUSSETT

HENRY BUDENZ

LAWRENCE BUDENZ

WILLIAM BUDENZ

LUCILLE A. BURGE

JACK E. BURK

JAMES R. BURKE

WILLIAM T. BURKE

HAL BURNS

GORDON BURT

MYRON BUSBY

LOWE BUSH

WILSON BUTCHER

RAYMOND BYRD

BETTY JANE BYRNE

EUGENE CALLAHAN
JOSEPH CALLAHAN
LAWRENCE CALLAHAN
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HAROLD CAMPBELL
JAMES CARNEY
FRANCIS CARRICO
DON CARROLL
FRANK CARROLL
RENCE CARROLL
P. CASS
JOHN CATLIN
RREN W. CAUSEY
JOHN CAVANAUGH
ARTIN CAVANAUGH
HEOPAL CHAGARES
ELIJAH CHALOS
HN "PETE" CHALOS
KIRK CHAMBERS
HAROLD CHANCE
PAUL CHAPMAN
RUSSELL CHAPPELL

GAI[illegible]K
GAIC CREEK
OSCAR CREESEMAN
EUGENE CHILDS
WILLIAM CIOFANI
MICHAEL CLARE
WENDALL CLARK
CLARENCE CLARKE
WILLIAM CLEARY
HUBERT CLEVELAND
CHARLES E. CLIFF
BOYD F. CLIMER
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RAY S. CLINE
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E Nelson - COHEN
[illegible]OHEN
WILLIAM COLCLESSER
JACK COLLINS
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[illegible]BERT M. [illegible]
HARVEY LEE COMBS
[illegible]OMPTON

C-1
WILLIAM CONLEY
CLYDE CONN
LUCIAN CONN
JOHN J. CONNELLY
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ALBERT H. CONRAD
BERNARD CONRAD
FREDERICK CONRAD
HENRY CONRAD
CHARLES COOK
FRANK COOK
HAROLD "BOB" COOK
THOMAS COOK
WILLIAM EUGENE COOK
RALPH IRVING COON
JOSEPH NORMAN COONEY
ROBERT COONEY
ROBERT PATRICK COONEY
ELMER D. COOPER
[illegible]RLAN WILSON COOPER
ROBERT F. COOPER

C-2

WARREN COOPER

FERRIS COREY

ORMA RUTH CORNELL

STEPHEN CORNELL

WILLIAM CORNELL

ACK THOMAS CORRIDAN

RLES KENNETH COTTOM

EDWARD COTTOM

DWARD E. COTTRELL

EDWARD COWAN

ALBERT COX

JAMES COX

ITH WILLIAM COX

ULINE MARY CRAVENS

JACK CRAVENS

EN JOSEPH CRAWFORD

FRANK J. CRAWFORD

. WILLIAM CRAWFORD

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WILLIAM CRISE

DARRELL CRISS

LEE L. CRISS

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ERNEST CROLL

CLYDE CROMWELL

RICHARD CRONIN

ROBERT CRONIN

WILLIAM CROWLEY

WILLIAM CROXTON

JOHN CRUME

~~JACK CURLEY~~ Dup.

JACK B. CURLEY

Curley

PAUL CURLEY

Curley

WILLIAM CURLEY

Curry

DANIEL F. CURRAN

Curry

CLAUDE CURRY

Curry

JOHN CURRY

Ernest Curry

ERNEST CURRY

JOHN DAILEY

THOMAS DAILEY

EDWARD DAVIS

MILLER DAVIS

ROBERT DAVIS

ROBERT E. DAVIS

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WILLIAM DAVIS

M. SANDFORD DAVIS

WILLIAM DAWSON

ARTHUR E. DAY

HAROLD DAY

ROBERT A. DAY

ROBERT E. DAY

PHILLIP DEAL

ROY DEAL

RAY DEAN

ROBERT DEAN

RICHARD DECKER

JOHN DeLANE

JOHN De LAUGHERY

LOUIS DeMOSS

ROBERT DEMPSEY

FRANCIS D'ENBEAU

ALBERT DENEHIE

ROBERT DENEHIE

CLARENCE DENNIS

DEWEY DETTROW

DORIS DETTROW

JACK DIMOND

RALPH DINKEL

ROBERT DINKEL

ROBERT DIX

THOMAS L. DIX

ALBERT DODGE

CLIFTON DODSON

WILLIAM J. DODSON

WILLIAM DOERNER

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RICHARD S. DONHAM

FRANK DORFMEYER

VERNON DORSEY

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ROBERT DOTY

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LOUIS DOUGLAS

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CHARLES DRESSLER

DR. MERLE DREW

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WILLIAM DUDLEY

EUGENE DUENWEG

LOUIS DUENWEG

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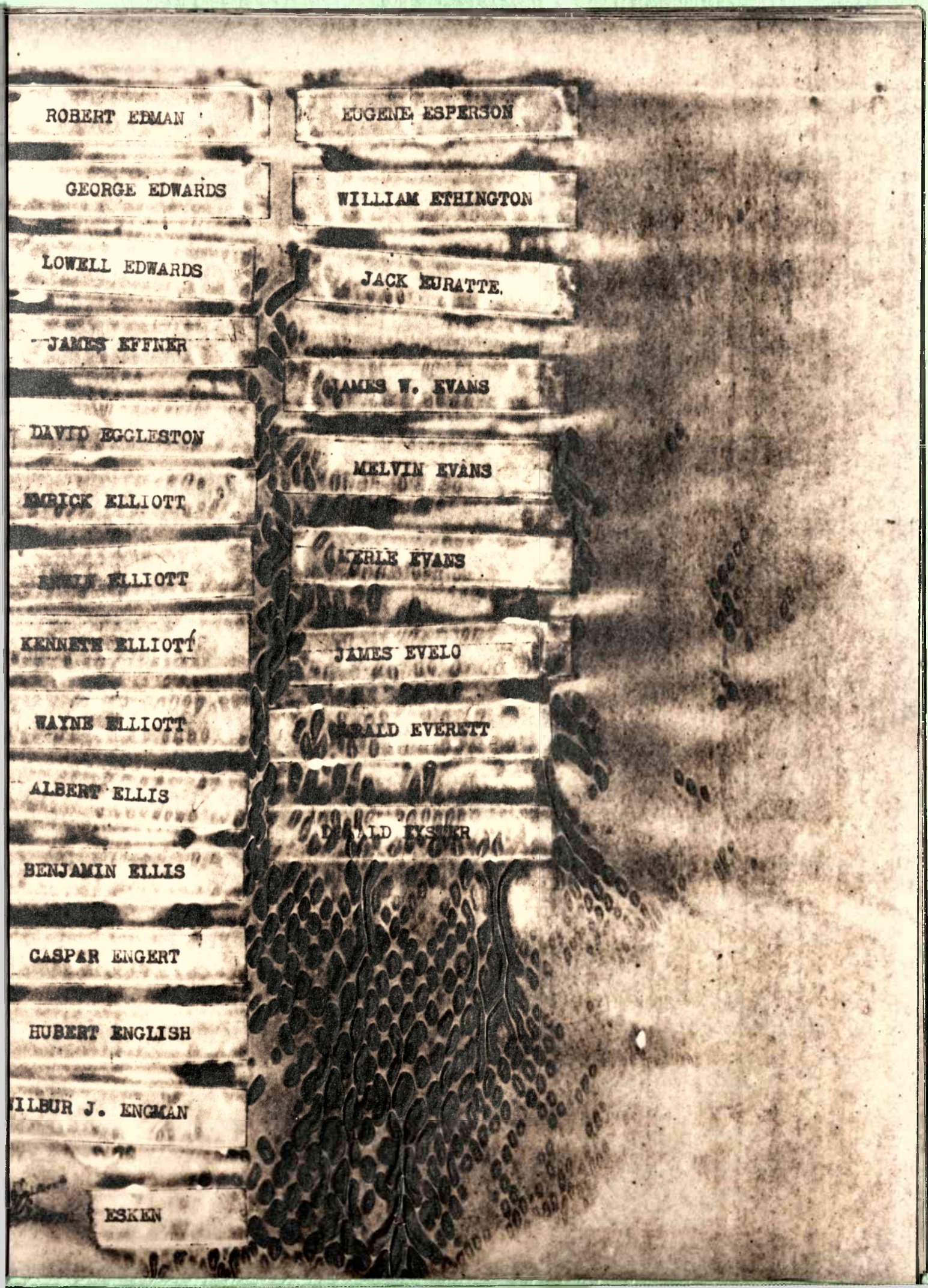
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MARY ALICE FORSYTHE
MAX FORSYTHE
VICTOR FORSYTHE
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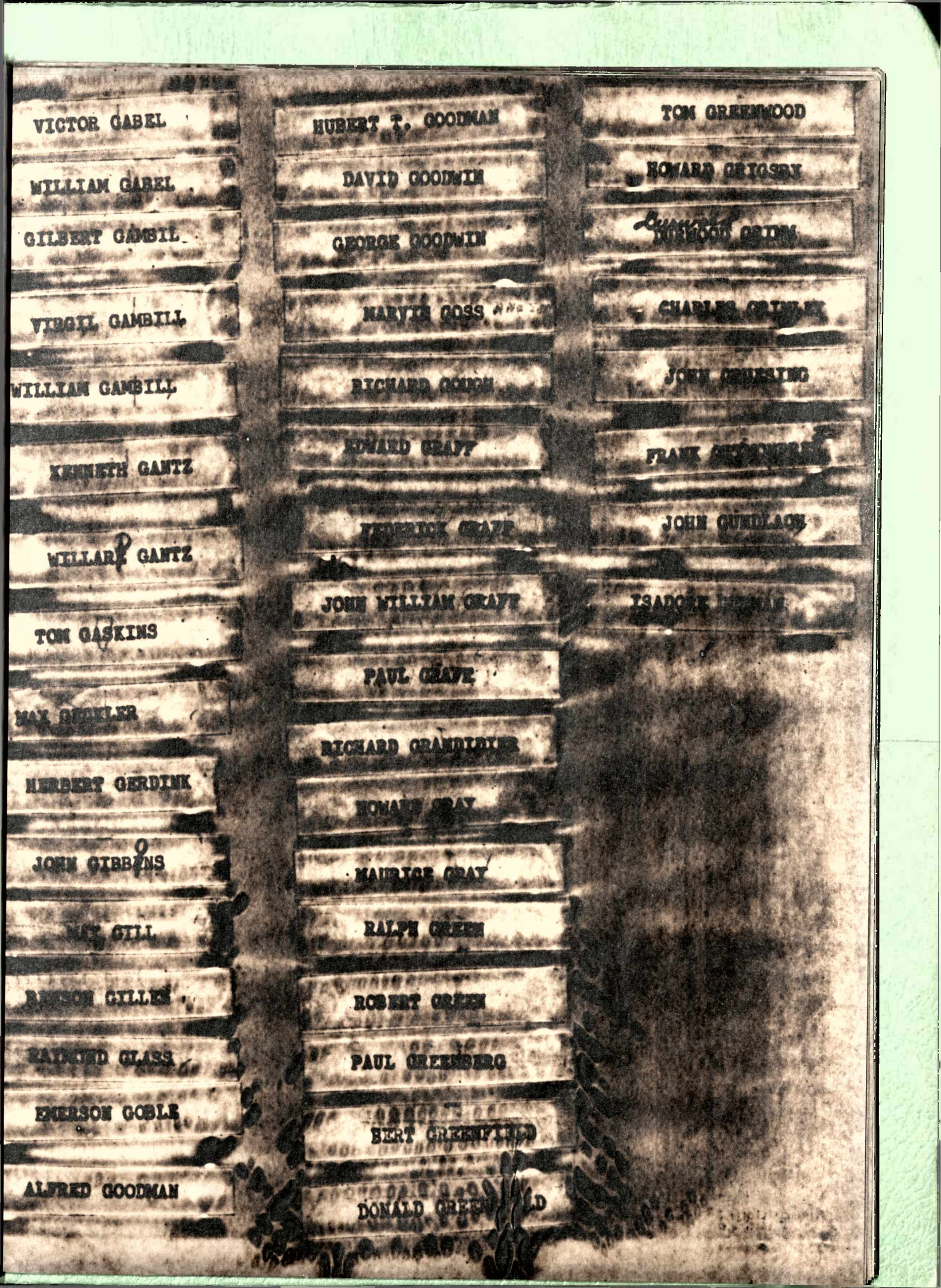
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MAX GEBLER
HERBERT GERDINK
JOHN GIBBENS
GILL
GILLE
GLASS
EMERSON GOBLE
ALFRED GOODMAN
HUBERT T. GOODMAN
DAVID GOODWIN
GEORGE GOODWIN
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RICHARD GOUCH
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JOHN WILLIAM GRAFF
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MAURICE GRAY
RALPH GREEN
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PAUL GREENBERG
BERT GREENFIELD
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GRIM
CHARLES GRIMM
JOHN GRUESING
FRANK
JOHN GUNDLACH
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VINTON HAAS

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ILLIAM HALSTEAD

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MIKE HANNA

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PAUL HANRAHAN

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JOE HART

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FRANCIS HAVILL

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RICHARD HAWKINS

ROY HAWKINS

ROBERT HEAD

WILLIAM HEAD

ROBERT HEATON

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ALFRED HEIDENGER

CARL HEIDENREICH

JACK HEIDENREICH

PH HEIDENREICH

AROLD HEIMROTH

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KIRBY HOLT

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ROBERT HOUTS

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LEE HUGHES

JOHN HUMBLE

ORLEN OTIS ~~HUNGERFORD~~ Hungerford

JOHN HUNT

KEITH HUNT

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Jas. Richard
JAMES R. HUNTER

JAMES ROBERT HUNTER

JOHN B. HUNTER

WILBUR HUNTER

HOYT HURST

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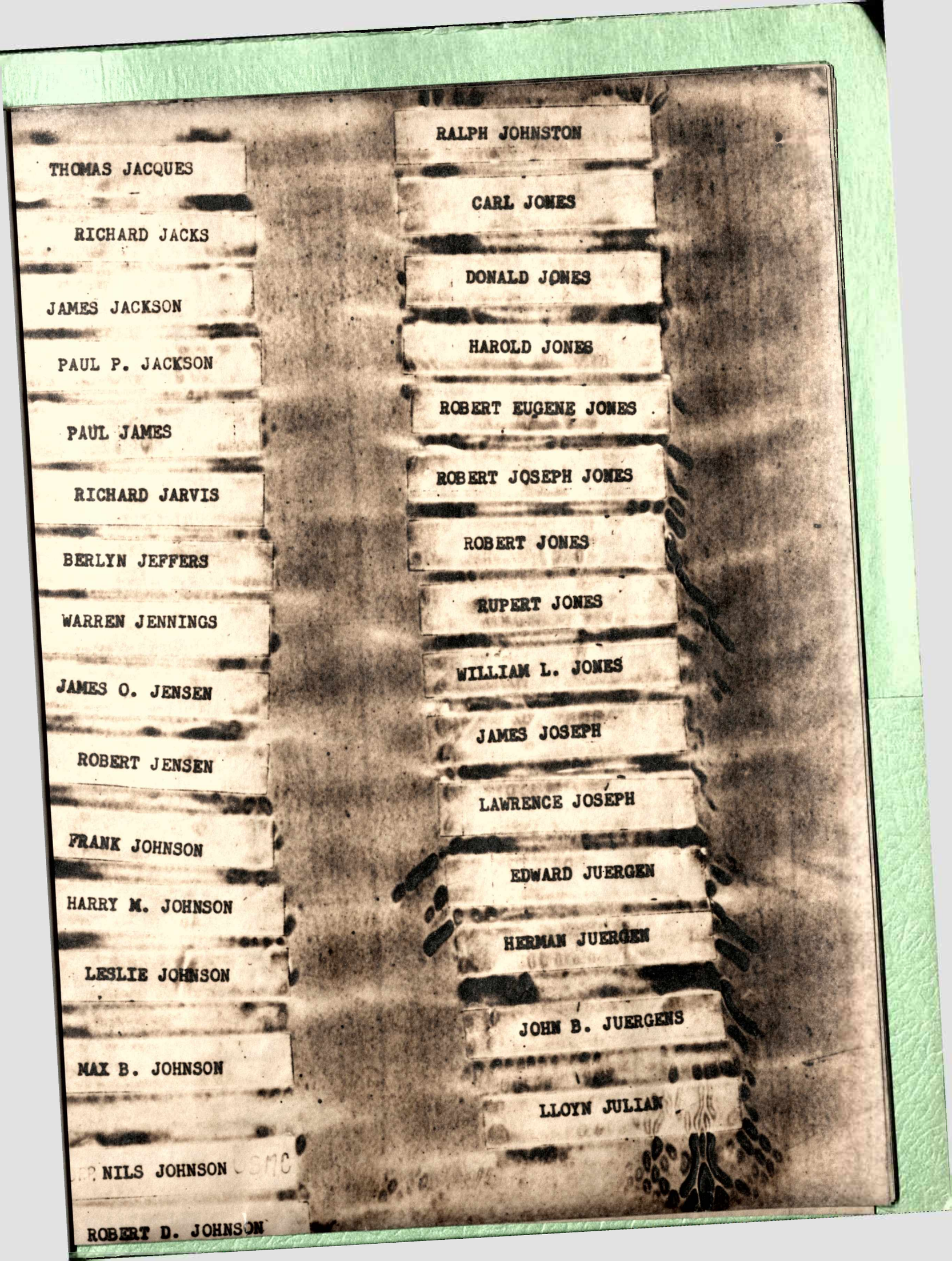
RICHARD IRVING

EDWARD ISBELL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JAMES O. JENSEN
ROBERT JENSEN
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HARRY M. JOHNSON
LESLIE JOHNSON
MAX B. JOHNSON
NILS JOHNSON
ROBERT D. JOHNSON
RALPH JOHNSTON
CARL JONES
DONALD JONES
HAROLD JONES
ROBERT EUGENE JONES
ROBERT JOSEPH JONES
ROBERT JONES
RUPERT JONES
WILLIAM L. JONES
JAMES JOSEPH
LAWRENCE JOSEPH
EDWARD JUERGEN
HERMAN JUERGEN
JOHN B. JUERGENS
LLOYN JULIAN

BERT LADSON

ROSS LAMBERT

FREEMAN LAND

PAUL LANDERS.

CARL LANNING

GEORGE LAUGHLIN

EDWARD LAYER

ROBERT LEACH

HAROLD LeBRUN

JESSE LeBRUN

RGIL LEDBETTER

JAMES ~~LEDGEWOOD~~ Ledgerwood

DAVID LEE

DON LEE

GORDON LEE

RICHARD LEE

WILLIAM LEE

WILLIAM J. LEE

EDWARD B. LEEVER

ROBERT LEHMANN

HAROLD LEITH

JEROME V. LENTZ

ROBERT DEAN LENWELL

GILBERT LEONARD

DAVID LEVENTHAL

ROBERT LEVIN

KENNETH LEVIN

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RALPH LEWELLYN

WILLIAM LEWELLYN

RICHARD LEWIS

VERN LEWIS

ROBERT LIBBERT

JERROLD LINDLEY

JOHN LINDSAY,

EDWARD LONG

GEORGE LONG

BYRON LOREY

HAROLD LOREY

BRADLEY LORTON

RICHARD LOSH

LeROY LOUDERMILK

DONALD LOWE

GRANVILLE LOWE

CHARLES LOWRY

RICHARD LOYD

SEDGEWICK LOYD

CLARK LUCAS

MARY ANN LUCKETT

CULUS LUTTRELL

RAY LUTZ

WILLIAM LUTZ

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JAMES MALOOLEY

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HELEN MANN

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MARY MARSH

ERNEST MARTIN

HOWARD MARTIN

JAMES MARTIN

PAUL C. MARTIN

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ALFRED MASTERS

WARREN MATHERLY

CHARLES MATTHEWS

JACK MATTHEWS

WILLIAM MAURER

WILLIAM MAYBACK

FRANKLIN MAYFIELD

RICHARD C. MAYROSE

ROBERT McCALLA

~~RICHARD McCANN~~ Duplicate

RICHARD D. McCANN

DONALD McCARTHY

JERRY McCARTHY

CARL McCAULEY

JOHN McCAULEY

JACK McCLOUD

HELEN McCOMB

CLIFFORD McCOWEN

FRANCIS McCOWEN

MAX McCOWEN

CAROLINE McCOY

THOMAS McCOY

ROBERT McCRACKEN

JAMES McCRISAKEN

CHARLES McCLURE

JACK McDAID

JOHN McGLONE

WILLIAM McGLONE

RALPH McHARGUE

HARRY W. MCKAIN

RILEY McKEEN

JAMES McKENNA

JOHN McKENNA

JAMES McKENZIE

ROBERT McKINNEY

CHESTER McLAUGHLIN

GORDON McLAUGHLIN

ROBERT McQUARY

EDWARD MEAGHER

EDWARD MEINBERG

JAMES R. MERCER

WILLIAM MERCER

THOMAS ALLEN MERRILL

EDWIN METCALF

LOWELL METCALF

JOHN E. METZ

RICHARD C. METZ

EDWARD MEYER

WILBUR L. MEYER

FRANK MIKLOZECK

JOHN MIKLOZECK

BETTY MILHOLLAND

JOHN MILHOLLAND

C. DOYLE MILLER

CARL MILLER

CLEO MILLER

FRANK MILLER

JACK MILLER

JAMES A. MILLER

JEFF MILLER

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BETTY RUTH MINGER

JOHN M. MITCHELL

NICHOLAS MITCHELL

ROY MITCHELL

WILLIAM MITCHELL

GEORGE MODE

HERMAN MOENCH

ERNEST MOLTER

STANLEY MOODY

WILLARD MOODY

BENJAMIN MOORE

GLEN MOORE

JACK MOORE

KEMP MOORE

EUGENE MORLAN

GEORGE MORRIS

MARY RUTH MORTON

NORMAN MOSIER

GEORGE MULLEN

JAMES MULLIKAN

PAUL MULLIKAN

HAROLD MUNCY

ROBERT MUNDELL

JOHN MURDOCK

HOWARD MURPHY

RICHARD MURPHY

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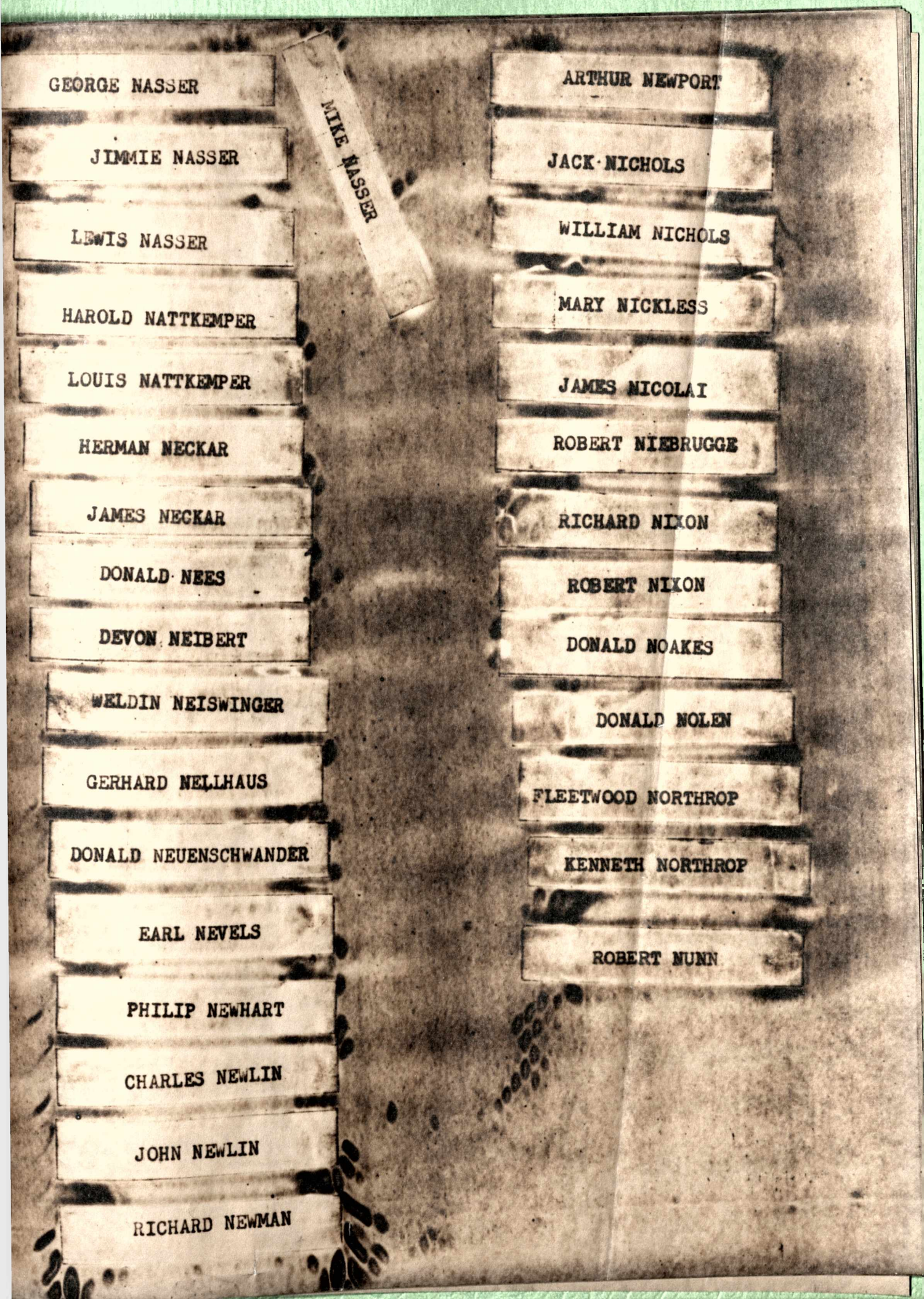
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DEVON NEIBERT
WELDIN NEISWINGER
GERHARD NELLHAUS
DONALD NEUENSCHWANDER
EARL NEVELS
PHILIP NEWHART
CHARLES NEWLIN
JOHN NEWLIN
RICHARD NEWMAN
MIKE NASSER
ARTHUR NEWPORT
JACK NICHOLS
WILLIAM NICHOLS
MARY NICKLESS
JAMES NICOLAI
ROBERT NIEBRUGGE
RICHARD NIXON
ROBERT NIXON
DONALD NOAKES
DONALD NOLEN
FLEETWOOD NORTHROP
KENNETH NORTHROP
ROBERT NUNN

ROBERT OAF
SARAH OAF
BOB O'BRIEN
EWELL O'BRYAN
DANIEL O'CONNELL
JOSEPH O'CONNELL
EDWARD O'DEA
PAUL OGDEN
JOHN OHM
MARY OHM
ROBERT O'LEARY
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ALLEN O'MARA
GEORGE O'LAUGHLI
OWEN O'NEIL
MARY O'NEILL
WALTER O'NEILL
NORMAN ORLOFF
HUBERT OSBORN
JACK OSLER
PATRICK O'NEIL
BETTY OSSENBERG
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P
GEORGE PAIR
JAMES PALMER
ALBERT PARISH
ANSLEM PARKER
ROBERT PARKS
DONALD PARSONS
JOHN PARSONS
ANNA PATTON
MILDRED PATTON
ROBERT PATTON
HARTZELL PAYNE
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JACK PEARCE
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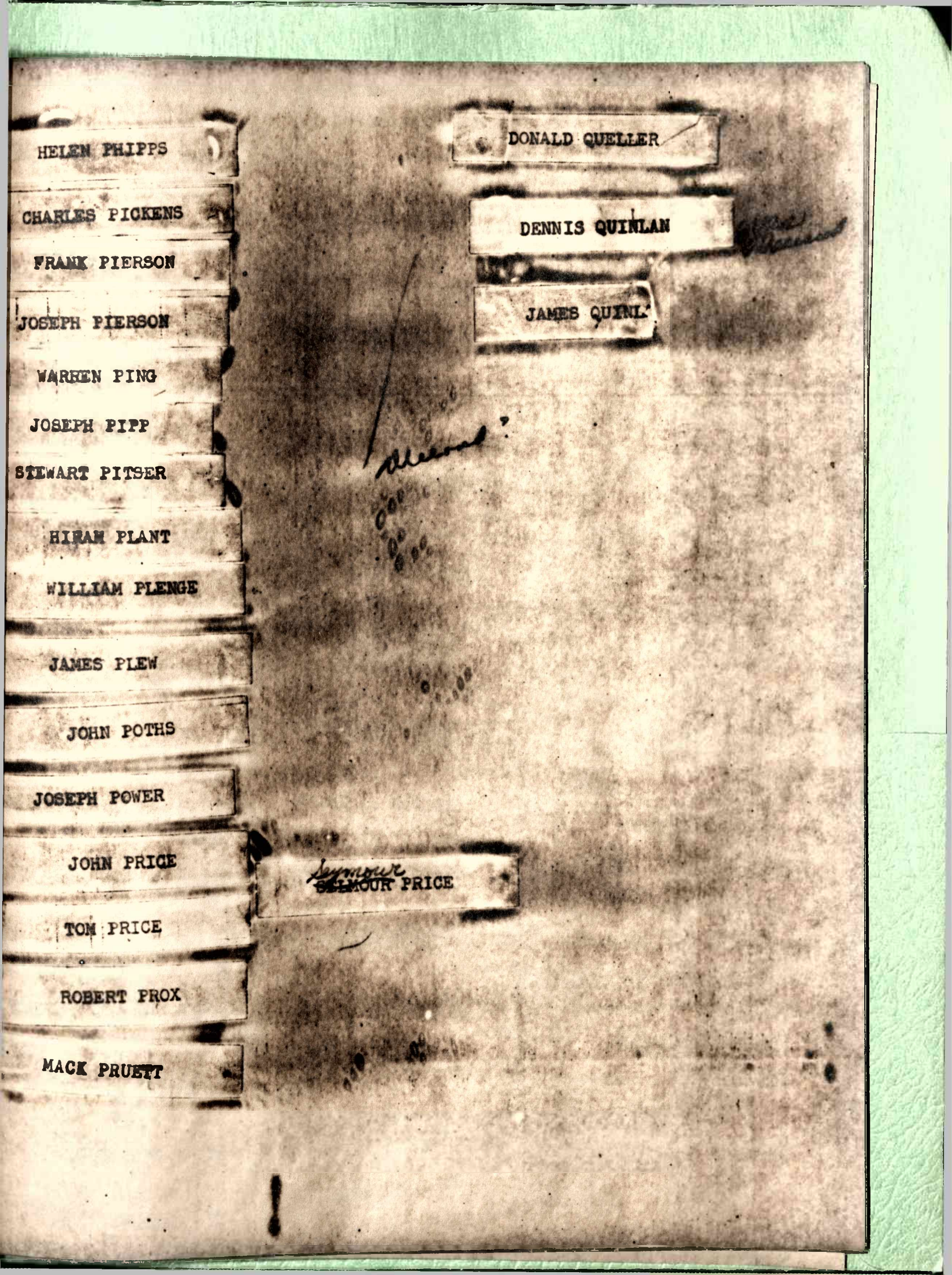
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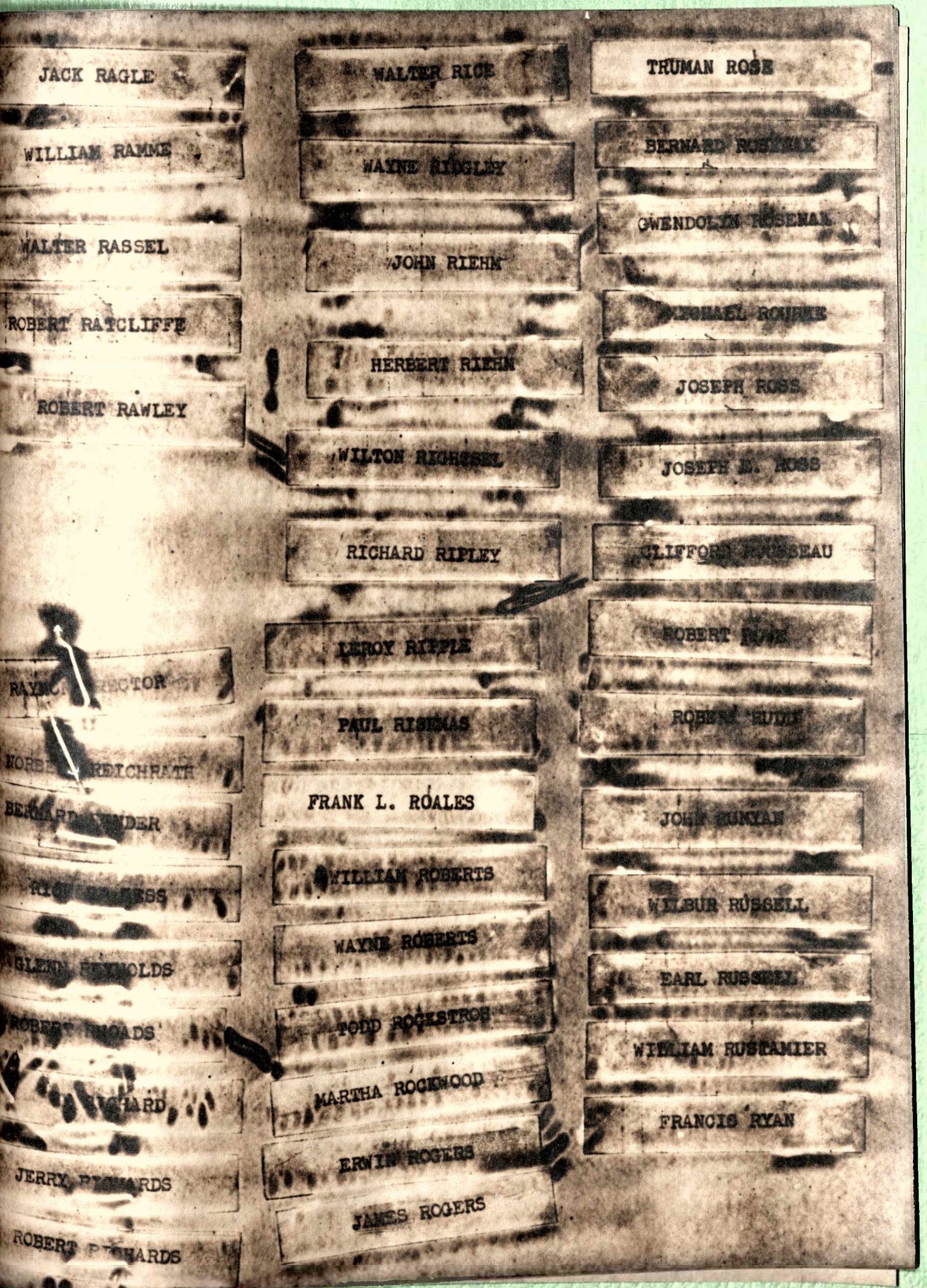
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JAMES SHEPHERD

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VIRGINIA SIDE[illegible]

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JACK SILLS

BYRON SILVERMAN

JULIAN SILVERSTEIN

RAY SILVERSTEIN

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JAMES SIMS

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RAY SIMRELL

RAYMOND SIMS

ALVIN SLEMONS

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RICHARD SMOCK
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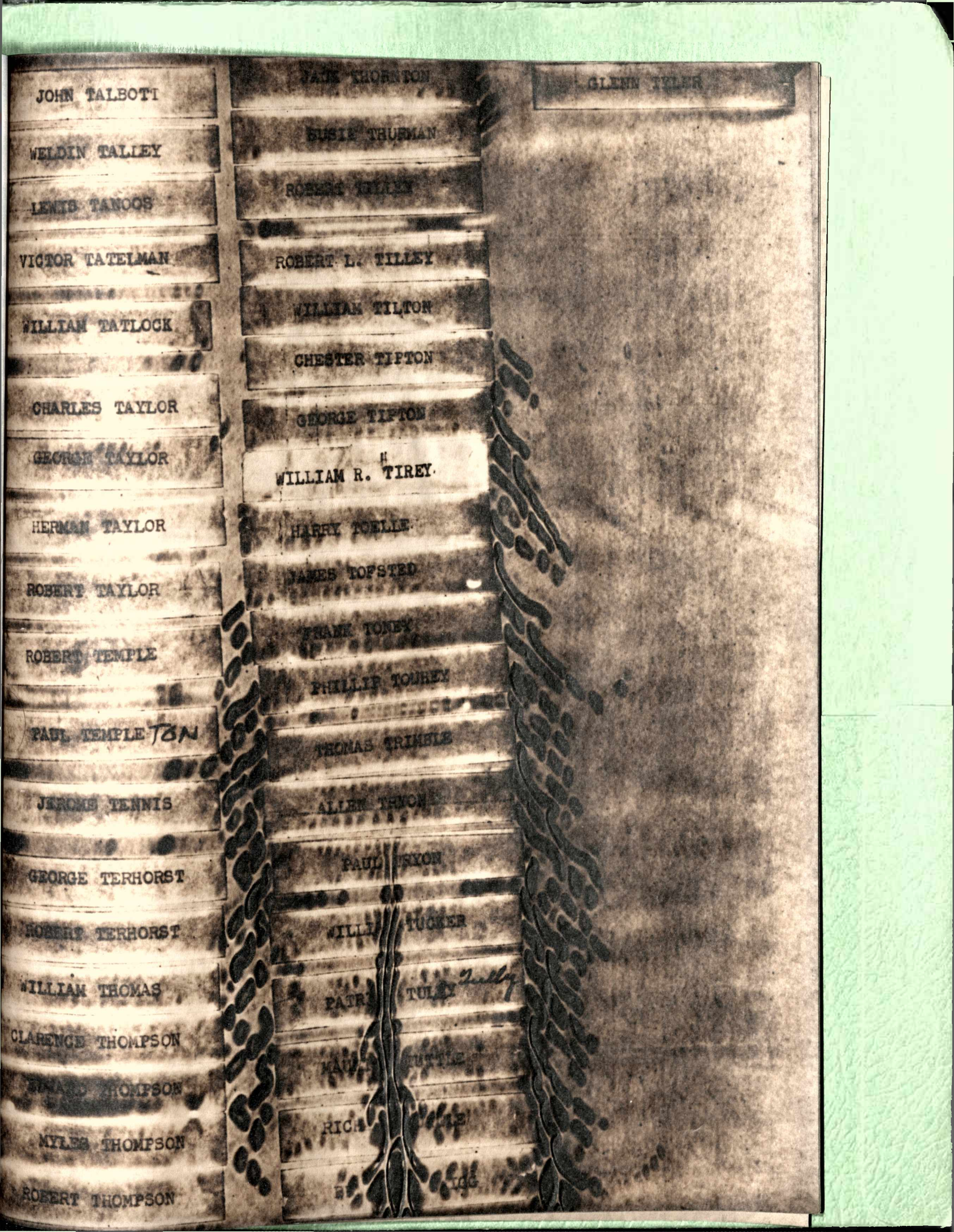
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JACK THORNTON
SUSIE THURMAN
ROBERT TILLEY
ROBERT L. TILLEY
WILLIAM TILTON
CHESTER TIPTON
GEORGE TIPTON
WILLIAM R. TIREY
HARRY TOELLE
JAMES TOFSTED
FRANK TONEY
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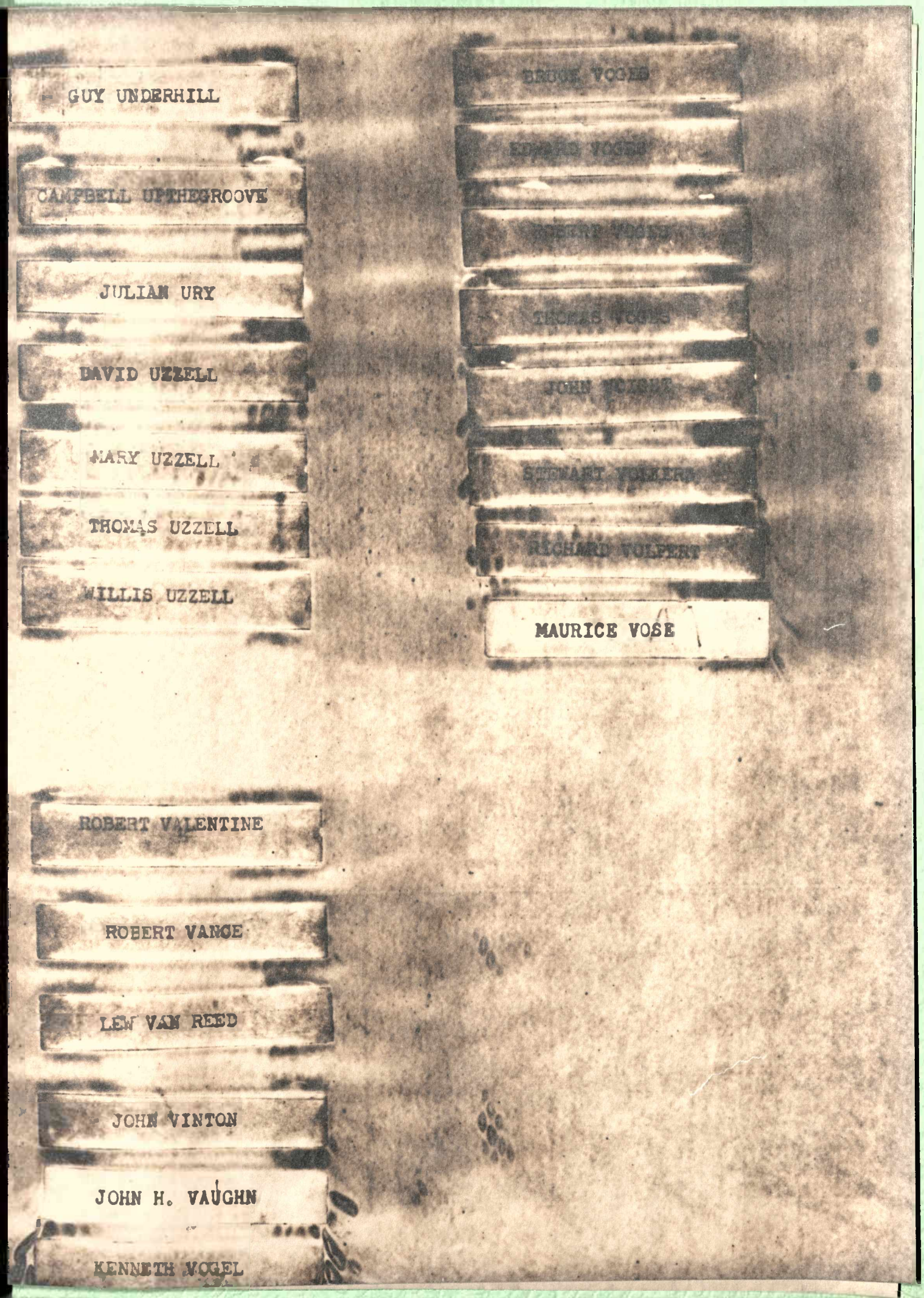
GLENN TYLER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EDWARD VOGEL
ROBERT VOGEL
THOMAS VOGEL
JOHN VOISEY
STEWART VOLKERS
RICHARD VOLPERT
MAURICE VOSE
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LEW VAN REED
JOHN VINTON
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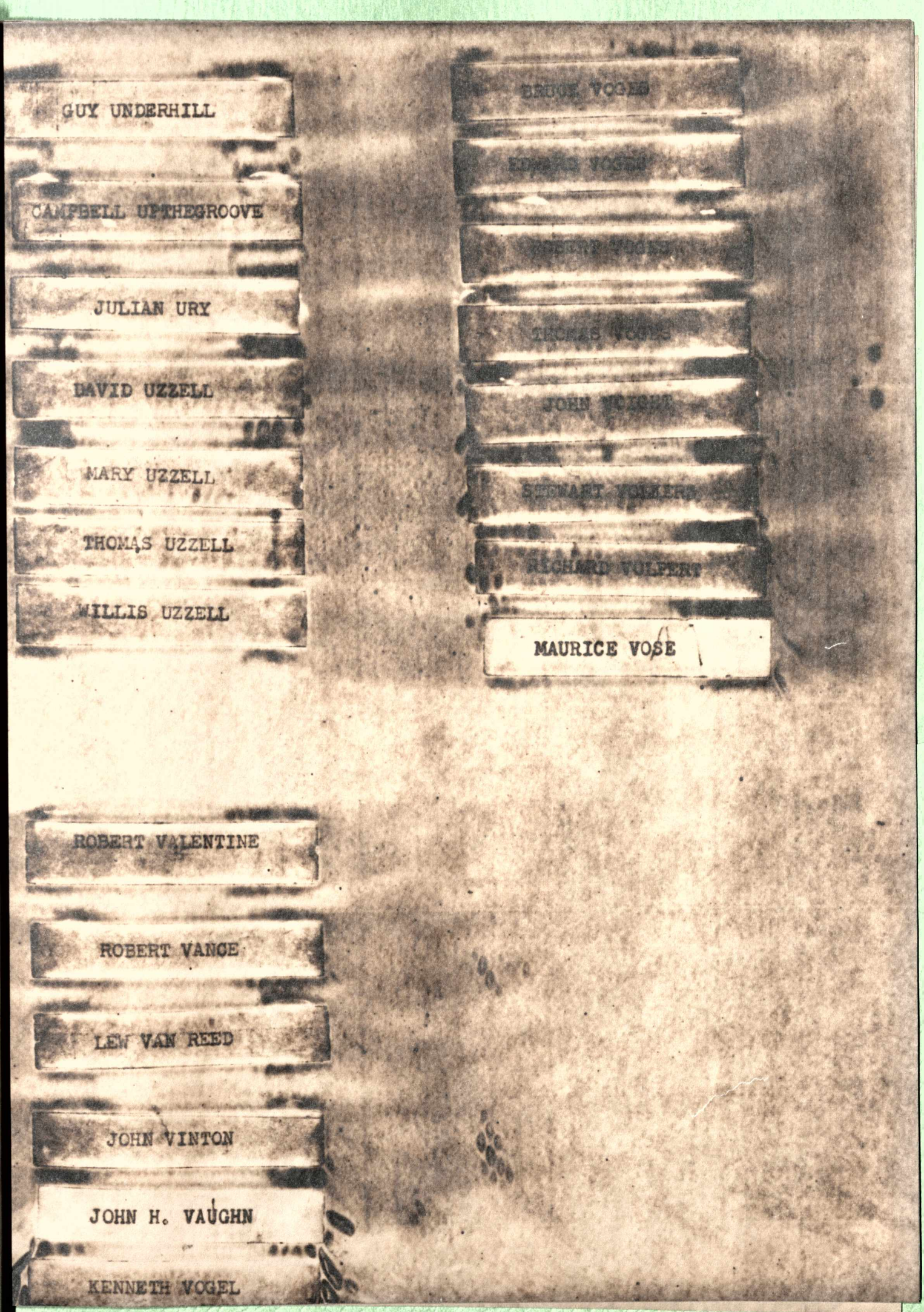
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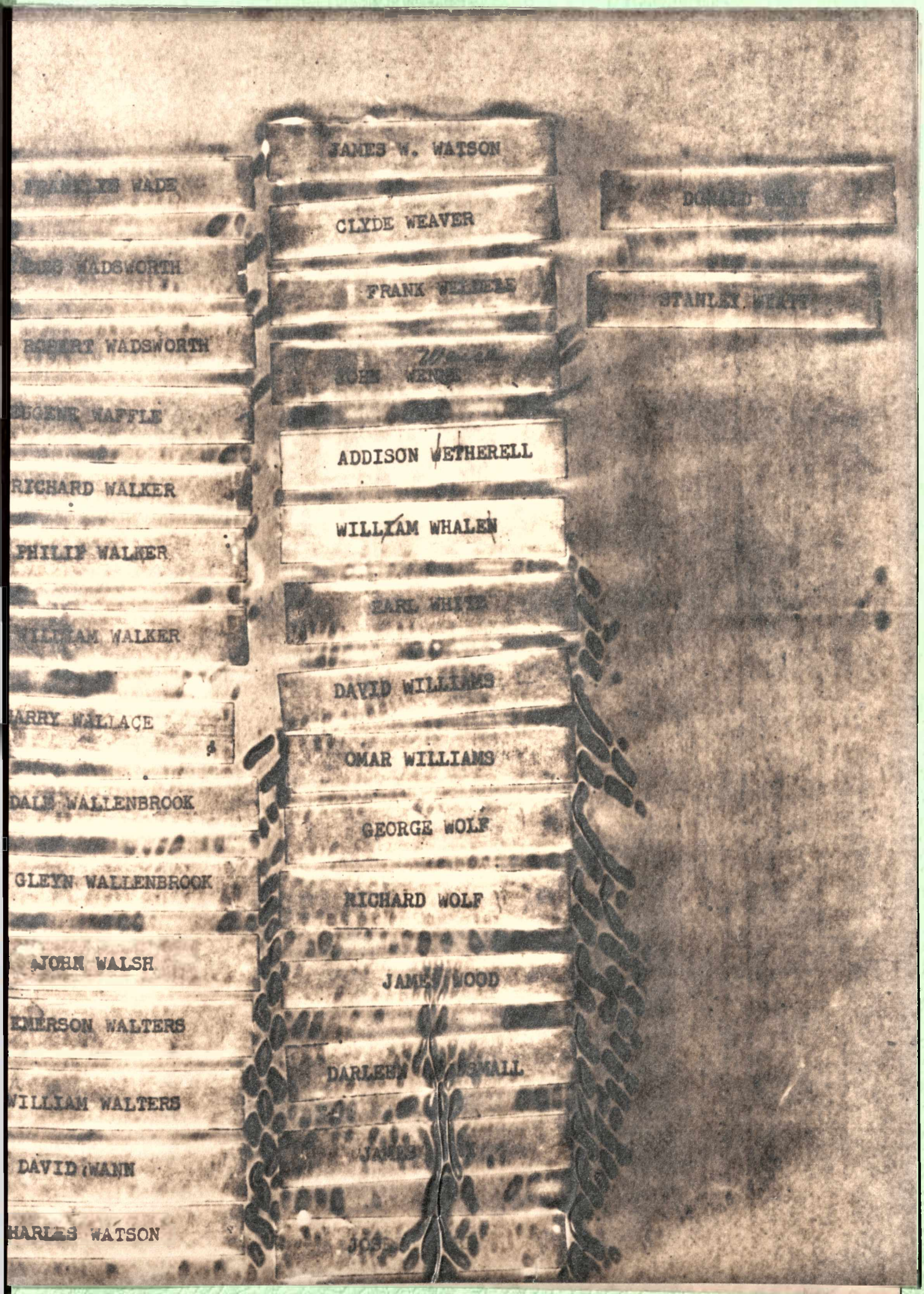
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OMAR WILLIAMS
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JAMES WOOD
STANLEY WYATT
JOHN WALSH
WILLIAM WALTERS
DAVID WANN

PETE YEAGER

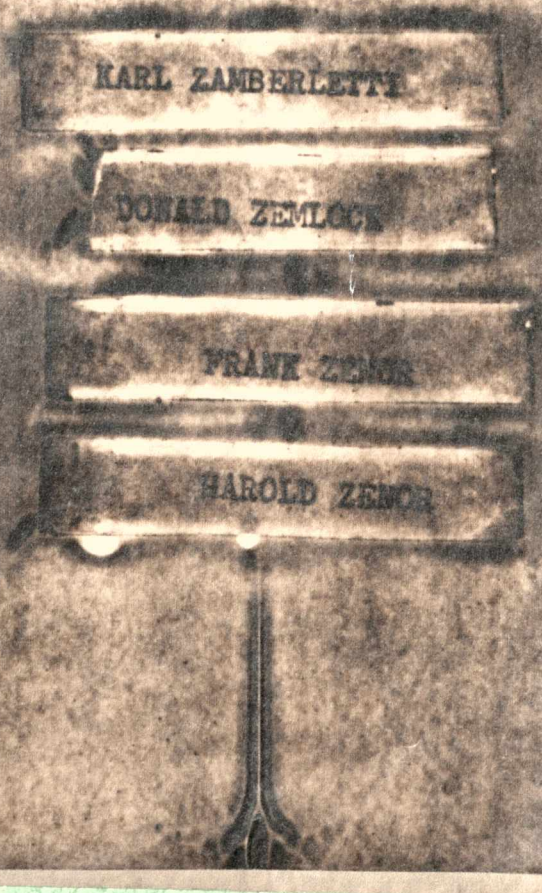
NELSON YETTMAN

JAMES YOUNG

JOSEPH YOUNG

CARL YOUNGBLOOD

PHILIP YUNKER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FRANK ZEMEK
HAROLD ZEMOR

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ALFRED H. CONRAD

WILLIAM H. BELLINGER (Kor)

DANIEL FRANCIS CURRAN

LEONARD BYRER

PHILLIP DEAL

VERNON DORSEY

DENNIS QUINLAN

WILLIAM TIREY

EUGENE SIMON

Tuesday, November 21, 1944 p9

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Ration Calendar

MEATS, FATS, CHEESE—Book 4 red stamps A8 through Z8 and A5 through P5 valid indefinitely for 10 points each. More stamps valid Dec. 3.

PROCESSED FOODS—Blue stamps A8 through Z8 and A5 through W5 good indefinitely for 10 points each. More stamps valid Dec. 1.

SUGAR—Stamps 30 through 34 in Book 4 good indefinitely for five pounds. Stamp 40 in Book 4 good for five pounds of canning sugar through Feb. 28, 1945. Additional canning sugar can be obtained by sending Spare Stamp 37 with each application to local rationing board.

TIRES—Commercial vehicle tires must be inspected every six months or every 5,000 miles, whichever is first.

GASOLINE—18A coupons good for four gallons each through Dec. 21, B4, C4, B5 and C5 coupons good for five gallons. Coupons are not valid until indorsed with the automobile license number. Mileage ration record must be submitted with application for supplemental or special mileage gasoline.

SHOES—Book 3 airplane stamps 1, 2 and 3 good until further notice.

FUEL OIL—Periods 4 and 5 coupons and new period 1 coupons valid now through current heating year.

STOVES—Ration certificates must be obtained from local board for purchase of new stove fired with oil, kerosene, gasoline or gas.

Frogs have no breathing muscle, and must swallow air.

NEW WA

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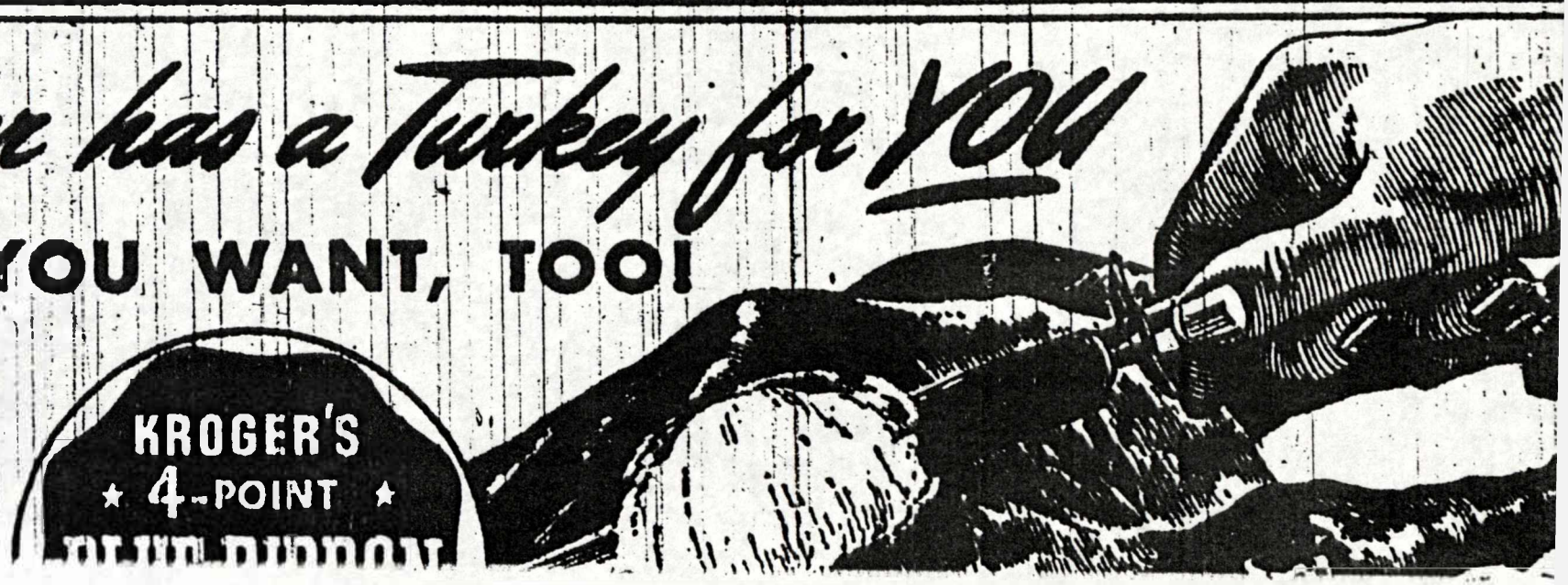

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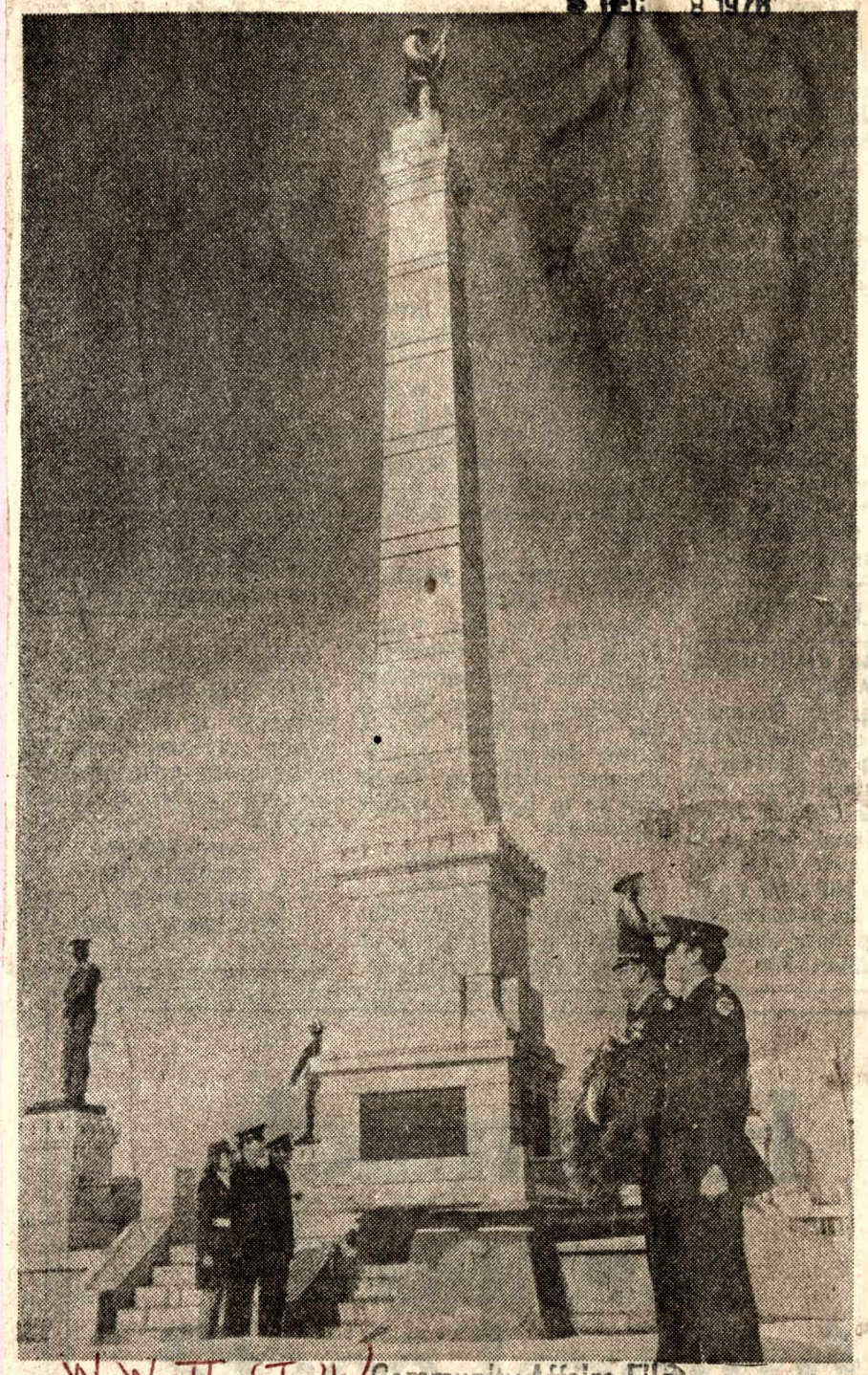

WWII (T.H.)

Community Affairs File

LEST WE FORGET — A special memorial service commemorating the 35th anniversary of the Japanese attack at Pearl Harbor took place at 12:55 p.m. Tuesday at the Soldiers and Sailors Monument at the Vigo County Court House. Cadet Corps Commander Dennis Liechty, right foreground, stands with Col. Francis R. Geisel, commanding officer and professor of Military Science at Rose-Hulman, Indiana State University, St. Mary-of-the-Woods and DePauw University. A color guard from Rose-Hulman Institute of Technology took part in the ceremonial which was planned at the exact local time of the attack. Col. Geisel placed a wreath at the monument. (Photo by Kadel)

Community Affairs File

Vigo County Public Library
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Soldiers (TH)

Dunkin Recalls Triangle Flight

Community Affairs FWJ OCT 8 1975

T OCT 8 1975

A local Terre Haute Navy veteran, who was stationed at the Miami Naval Air Station during World War II recently recalled his experience aboard a plane during a Bermuda Triangle incident.

On Aug. 1, 1945 George E. Dunkin was completing his operational training as a pilot of a four-engine bomber. His plane was one of four sent out on a night flight over Bermuda. Three planes returned, but the fourth was never found.

"My log book shows that I piloted plane No. 59628 on a 7.8-hour flight over Bermuda . . . scheduled to take off after dusk on a triangle 700 miles on each side, with the first leg leading southeast out of Miami for Bermuda," Dunkin explained. "We were the last plane in the flight. Weather was beautiful, clear and calm."

"About three hours out, as the radar man was guiding the planes through the Bahama Islands, he informed us that we were heading for an island that was not on his map," Dunkin continued.

The radar scope in the pilot's compartment verified that a "mysterious' island appeared in the path of the plane.

"Thinking it was probably radar reflection that would vanish, we flew on. The night was still calm and clear and we could not detect any problem visually," Dunkin said.

However, within minutes, the plane was thrown up on its side at a 45-degree angle hail stones the size of golf balls began to bombard the plane and violent lightning flashed all around it.

Dunkins plane began losing altitude rapidly in a down draft and the crew had considerable trouble flying the bomber. Some of the electrical instruments were knocked out by the lightning as the men fought to turn the plane around and get out of the thunderhead. The radar had shown it to be about 25 miles across.

Escaping the clutches of the thunderhead, the plane gained an altitude of about 5,000 feet and in a few minutes, as the crew "regained their composure," and checked the instruments. Attempts to contact the other planes in the flight were unsuccessful. And except for this particular thunderhead, the night remained clear and calm with perfect weather.

"Only after our arrival at the base did we find that the first plane in our flight had encountered no weather problems at all, and the second plane had vanished with no radio contact of problems or unusual weather," Dunkin said.

After a few hours' sleep Dunkin and his crew mates were called out and spent over four hours with every other available plane on the base in search of the area for the companion plane. The search went on for two hours the next day and was then given up. No trace of the missing plane was ever found.

Dunkin pointed out that the Bermuda Triangle area is the spawning grounds for all types of violent weather. He also called attention to an article titled "What's the Truth About the Bermuda Triangle?" in the July, 1975 Reader's Digest magazine by James Stewart-Gordon.

The article notes that Lawrence Kusche in his book, "The Bermuda Triangle Mystery — Solved," "exposes Triangle fables case by case." The article also states that Capt. Adrian Lonsdale of the Coast Guard is convinced that meteorological disturbances, mechanical failure and human error are the causes of disasters.

Allegedly, 40 ships and 20 planes have been lost mysteriously in the Bermuda Triangle during the last 100 years.

T 4-17-87

Helping 'another mother's son'

WWII Mothers meeting here

By CHARLES J. MALOOF
Tribune Staff Writer

"I decided to help another mother's son because the good Lord was kind to my loved ones."

That's the explanation that Mable M. Garvey, 142 Dreiser Square, gives to account for the thousands of hours she has devoted over past years to assisting veterans of military service.

Mrs. Garvey is the outgoing state president of the Mothers of World War II, which is conducting its state convention here this week.

The organization devotes countless hours of work preparing for visits to various state veterans' facilities where it provides gifts and cheer to scores of veterans.

Established in 1942 at Gary, the organization not only assists those in Veterans Administration facilities, but also helps patients' families, Mrs. Garvey explained.

"We have four units in Terre Haute with 120 women," she said.

"We sew lap robes for those in wheelchairs, sew pillows, make bibs and even make rugs out of scraps," Mrs. Garvey said. "We also bake," she added, recalling that she recently baked thousands of cookies and cupcakes for a trip to the VA hospital in Indianapolis.

In addition to two Indianapolis sites, medical centers are at Marion, Ft. Wayne, Logansport, Lafayette and Grissom Air Force Base.

Mrs. Garvey, who was elected Indiana president last April, said her father served in World War I, her husband in World War II, a son saw served in the Korean War and two grandsons were in the Vietnam conflict.

"I joined Mothers of World War II in 1952 when my son joined the Marines," Mrs. Garvey said.

One vet over 100 years old, nicknamed "The General," is a special favorite on Mrs. Garvey's visiting list.

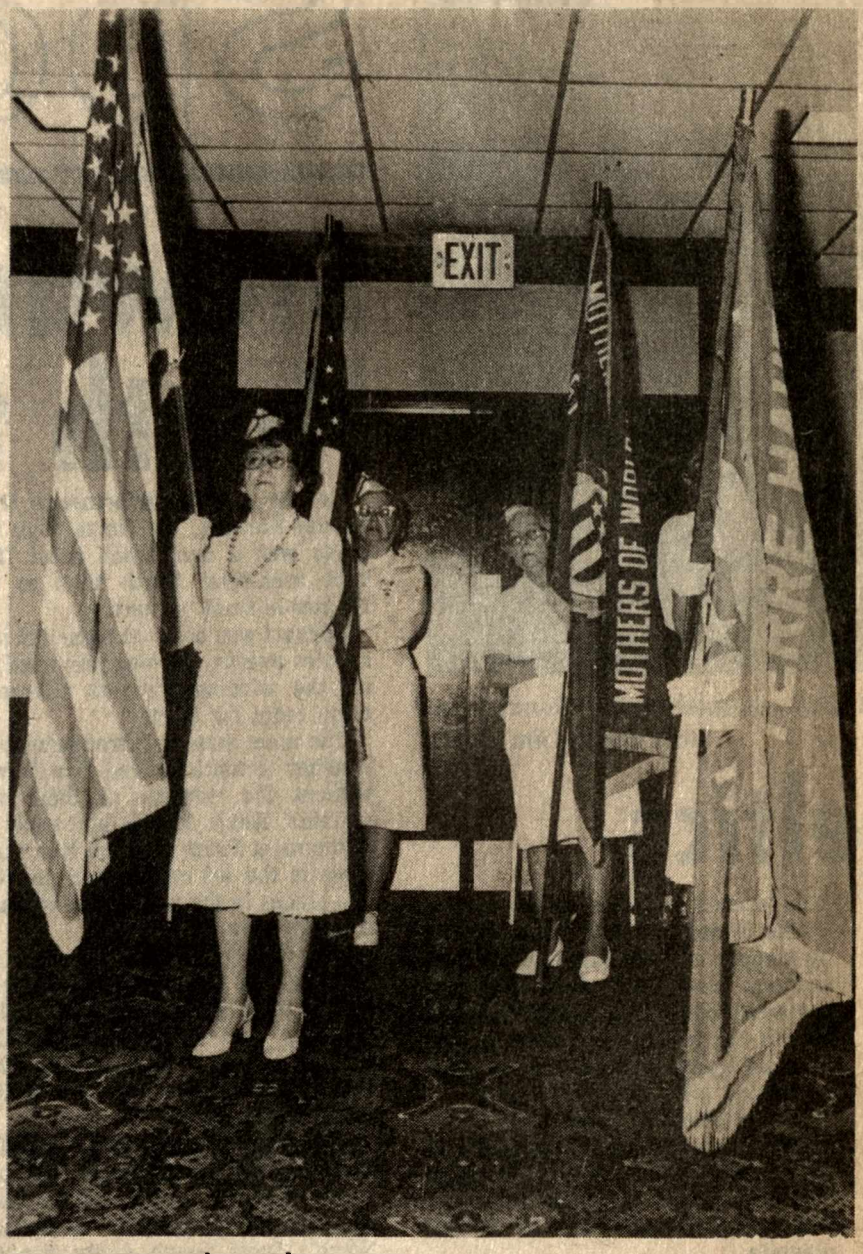
"Any veteran's mother, whether it be her son or daughter who served, can join our group," Mrs. Garvey said. She emphasized membership was open to those who had a relative serve in World War II or in other military conflict.

This tireless veteran's widow has no plans for slowing down in the future. "As long as I live I will continue to help in any way I can," she said.

This is the first time Terre Haute has hosted the organization's convention, Mrs. Garvey said. Registration began Thursday for the four-day affair.

Friday's official opening featured a mass presentation of flags by all Indiana units with Mayor Pete Chalos and Police Chief Gerald Loudermilk in attendance. A banquet reception honoring Mrs. Garvey and other state officials was on the evening agenda.

The convention winds down Sunday with closing reports and the installation of officers.



Presenting the colors . . .

MABEL GARVEY

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Community Affairs File

BAZAAR WORKERS—Four members of Mothers of World War II were all smiles at a bazaar at the group's convention, which is now going on in Terre Haute: From left, Genevieve Kowalik, Josephine Stahoviak, Martin Bechiniski and Emily Bondzis. Staff Photos/Bill Williams

Pledging allegiance

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TERRE HAUTE, INDIANA

Community Affairs File

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USS Indianapolis Survivors Honor the 880 Who Died

World War II Vignettes
AUG 3 1975
Community Affairs File

INDIANAPOLIS (AP) — When Lt. j.g. Wilbur Gwinn noticed an oil slick on the surface of the Pacific Ocean as he flew overhead 30 years ago, he had no idea his chance sighting would reveal to the world the worst Naval disaster in American history.

Gwinn, now a 54-year-old school construction official from San Jose, Calif., was flying a routine reconnaissance patrol that day in 1945 when he spotted what turned out to be the survivors of the USS Indianapolis.

The heavy cruiser, on its way to rejoin the Fifth Fleet near the Philippines after secretly delivering to Tinian the atomic bomb that would demolish Hiroshima several das later, was torpedoed by a wandering Japanese submarine.

This weekend, about 280 of the ship's 316 survivors gathered in Indianapolis to honor the 880 men that went down with the ship or died from sharks, burns, dehydration, thirst and weariness.

What Gwinn thought he saw in the oil slick was "bobing coonuts." What he actually saw were the bobing heads of the men that miraculous had stayed afloat and in one piece for nearly five days.

Most of those men found themselves in the weter moments after three torpedoes from the submarine found their mark amidships. The Indianapolis was under water 15 minutes later.

There were few lifeboats and those men that did manage to get their lifejackets on were in them far longer than their prescribed 48-hour flotation period.

After 80 years of reunions, faces are familiar and stories are old and worn. But the recent success of the movie "Jaws," in which a fictionalized account of the sinking is told by one of the main characters, has given new life to some of the tales.

"Jaws" is about the hunting of a 30-foot, man-eating white shark.

Richard Newcomb, a retired Associated Press newsman and writer of the book "Abandon Ship," telling the story of the disaster takes exception to the movie description in which 600 men supposedly were eaten by sharks.

"I'd say maybe 50 of those that died in the water were eaten by sharks, and many of those were probably already dead. Maybe another 50 were attacked or grazed by sharks. There were no mass attacks, they were sporadic."

A number of those attending the reunion matter-of-faculty state they saw comrades eaten by sharks, either alive or dead.

"The sharks I saw every day were mostly 4 and 5 footers and not really man eaters. But when they found a body or if someone was bleeding ..." explained Giles McCoy, a chiropractor in Boonville, Mo., who was then with the Marine detachment assigned to the ship.

Another Indianapolis crewman, Arthur Setchield, a newspaper pressman in St. Louis, Mo., said, "I saw sharks every day, but I never saw a shark attack a man."

"I was in a group of about 70 men right after the ship went down. I think there were nine left when we were picked up. We took a head count every morning and we were always 10 or 12 short," he added. "We didn't know exactly what happened to them."

Newcomb noted the ship went down almost midway between Guam and Leyte in a part of the Philippine Sea where the water is about 10,000 feet deep.

He said that because the ship was on a secret mission it was not missed for quite a while.

"When the ship was hit about midnight on July 3, 1945, nobody really knew where the Indianapolis was. The really ironic thing is that the submarine that got the Indianapolis was one of perhaps only three Japanese submarines still afloat at the time."

Each year at this reunion, the two most important sessions are a closed-door meeting of any of the crew members who want to get things off their chest, such as "borrowed" life jackets and not coming to someone's aid quickly enough, and the memorial service for those that died.

Both are emotionally draining events and both mean a great deal to the men of the Indianapolis.

W. W. II

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TERRE HAUTE, INDIANA

Community Affairs File

WARS(WV) WW II

V-J Day remembered

Local veterans recall end of World War II hostilities

WWII

T S AUG 15 1985

Community Affairs File

By George Wardell
Tribune-Star Staff Reporter

At noon Aug. 15, 1945, Japanese Emperor Hirohito addressed his people via radio for the first time, telling them he decided to accept unconditional surrender in the long Pacific conflict.

It had been a long, rocky road from Pearl Harbor to Tokyo Bay, where, on Sept. 2, the Japanese, humbled by two atomic bombs, signed formal instruments of capitulation on the foredeck of the USS Missouri.

For three Terre Hauteans, the road seemed longer and rockier. Charles Wright, Charles Clements and Alfred Griffey all were stationed in the China-Burma-India Theater, which was considered by some a backwater war, remote and nearly unnewsworthy.

Griffey, 69, who retired from the Forest Sherer Agency after 32 years, was a fighter pilot in China in the 14th Air Force when hostilities ceased.

"I remember that the Japanese had chased us out of Kanjo and our squadron had just settled in Liulang, near the Great Wall of China, when the war ended," Griffey said.

JAPS QUIT

THE TERRE HAUTE TRIBUNE

VOL. CII—No. 76. TERRE HAUTE, IND., WEDNESDAY, AUGUST 15, 1945 FINAL EDITION*—THREE CENTS.

WAR IN PACIFIC OVER!

CRUISER SUNK BY ENEMY TORPEDO

Nation's Newspapers To Start Change Of Complexion At Once

HOSTILITIES NOT HALTED BY JAPS

SOVIET ARMIES PUSHING AHEAD

GEN. MacARTHUR ORDERS JAPANESE TO MANILA FOR SURRENDER TERMS

JAPANESE WAR

Supreme Allied Commander Expected To

Victory: Terre Haute Tribune bannered end of long Pacific war 40 years ago today.

He recalled that he was nearly as fearful for his life during the surrender celebration as he was while flying combat sorties. "The men in the unit began shooting off their guns and some even went to their planes and got their flare guns and shot them off. Me and a couple of other fellas went to bed hoping that stray bullets wouldn't hit someone lying down.

"The men celebrated into the night and by morning they were pretty snockered," Griffey said.

Clements, 64, of 1835 S. 27th St., a retired International Minerals and Chemcial Corp. employee, said he had no such celebration in Ondal, India, 120 miles north of Calcutta. "Hell, we didn't have anything to drink."

Clements, a master sergeant, was a member of the 305th Air Service Group that handled equipment for air-related operations. He was not to go home until February 1946. He had to remain in India and finish processing equipment for several units before going home.

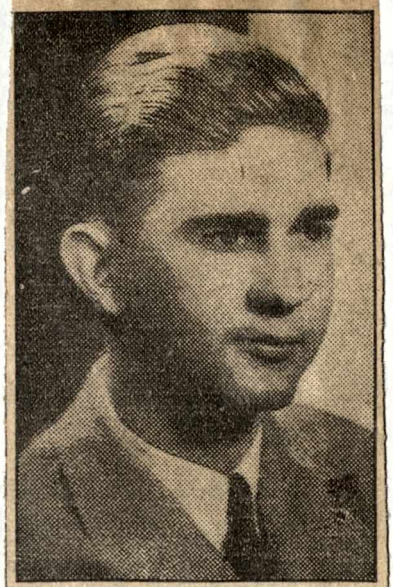
Wright, 63, of 2133 N. 26th St., a staff sergeant in the 14th Air Force stationed at Kunming, China, was on leave at a lake resort when he learned the A-bomb had been dropped.

"I was glad and relieved when the bomb was dropped because I was ready to go home. We were sent to Shanghai shortly after that and I had the points to go home. But they wouldn't let me go," Wright said.

"I remember watching the ships in Shanghai harbor and thinking that one day that I might be on one of them for a trip home."

WWII (274)

MISSING IN ACTION



PFC. HARRY W. McKAIN.

Pfc. Harry W. McKain, son of Mr. and Mrs. Harry R. McKain of North Fruitridge avenue, has been missing in action in the European area since Dec. 25, according to a telegram received by his parents from the War Department. He entered service in April, 1943, and was sent overseas in November, 1944, attached to the infantry. Private McKain is a graduate of Indiana State Teachers College where he was active in student affairs, a member of Blue Key and president of Delta Lambda Sigma fraternity.

Community Affairs File

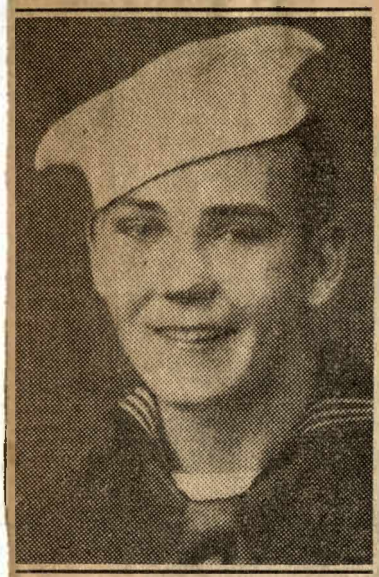
TWO SULLIVAN YOUTHS WOUNDED IN ACTION

SULLIVAN, Ind., Feb. 21.—(Special)—Mr. and Mrs. Vern Buckley of Sullivan have been notified by the War Department that their son, Sgt. John W. Buckley, 20, was wounded in action in Germany February 7. He was a member of the 78th Lightning Division and went overseas last October. He is a graduate of the Sullivan High School.

ADVANCED IN RANK.

Alex Yaraschefski, a veteran of 18 months with an ordnance unit in the Aleutians, has been promoted from staff sergeant to technical sergeant. His wife, who resides at 1327 North Twenty-eighth street, recently received a number of souvenirs, made by Sergeant Yaraschefski from Japanese shells. These include a picture frame, powder box, miniature P-38 and other articles. He is the son of Mr. and Mrs. Marion Yaraschefski, 2022 North Twenty-third street.

Battle Casualty

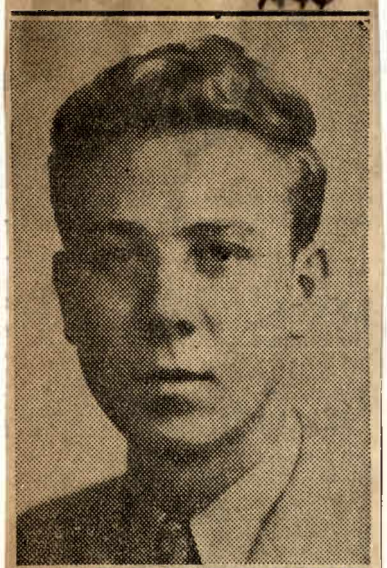


S 2/c PAUL EUGENE CRANE.

Mr. and Mrs. Ernest Modesitt, 2620 Krumbhaar street, have been notified by the U. S. Navy that their son, S 2/c Paul Eugene Crane, has been wounded in action in the Southwest Pacific. He enlisted in the navy in March 18, 1942, and received his boot training at Great Lakes Training Station. He has been overseas since June, 1942, and has received the Purple Heart.

Wounded At Tinian

1944



PFC. CARL V. CLIMER JR.

Pfc. Carl V. Climer Jr. of the United States Marine Corps was wounded in the battles on Tinian Island in the Pacific theater of operations and is now recovering in a hospital in Hawaii, according to a letter from the marine to his parents, Mr. and Mrs. Carl Climer Sr.

A veteran of the marine battles on Tarawa, Saipan and other Pacific islands, Private Climer entered the service Aug. 10, 1942, and went overseas in April, 1943. He graduated from Wiley High School, where he was a member of the band and active in student affairs.

PFC. WILLIAM A. BLINE.

Pfc. William A. Bline has been killed in action in Germany, according to word received by his father, Charles A. Bline, Oblong, Ill. Besides the father he is survived by two brothers, Pfc. Forest S. Bline, who is in Germany, and Charles E., in the navy and stationed at Jacksonville, Fla. An aunt, Mrs. Martha Sebastian, resides at 684 Lafayette avenue. Pfc. Bline graduated from Oblong high school in 1942 and entered service in February, 1943.

MISSING IN HOLLAND

LT. ALFRED H. CONRAD.

Mrs. Joseph P. McKibben, 1425 South Center stret, has received word from the War Department that her son, Lt. Alfred H. Conrad of the 82nd Airborne Division, has been reported missing in action in Holland since Sept. 19. The telegram stated that further details and information will be forwarded when received by the War Department. Lt. Conrad's twin brother, Lt. Henry W. Conrad, is a test pilot at Reading, Pa. The last heard from Lt. Alfred Conrad was Sept. 10 at which time Lt. Conrad stated that his division won the presidential unit citation.

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TERRE HAUTE, INDIANA

WW II (3-81)

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Community Affairs File

LOCAL FLIER IS KILLED IN CRASH

Parents of Lt. Robert Q. Cordell Advised of Son's Death In Australia, Feb. 25.

Lieut. Robert Q. Cordell of the Army Air Force lost his life in a plane crash at Townsville, Queensland, Australia, Feb. 25, according to a message from the War Department to his parents, Mr. and Mrs. George N. Cordell, 1432 Woodley avenue.

Soon after receiving word of their son's death, Mr. and Mrs. Cordell were in receipt of a letter from him, telling of the award of two Oak Leaf Clusters to his Air Medal for shooting down a Japanese bomber and sinking an enemy ammunition vessel.

Details of the crash in which Lieutenant Cordell met death were not given in the War Department's message, which stated that further information would follow in a letter. Lieutenant Cordell had been stationed in New Guinea, as pilot of a Republic Thunderbolt, and his parents were not previously advised of his presence in Australia.

The 22-year-old army flier was a graduate of Garfield High School, where he played football, and attended Indiana State Teachers College, enlisting while still a student in the aviation cadet unit sponsored by Terre Haute Lodge No. 86, B.P.O.E., in July, 1942. He was commissioned in February, 1943, and was sent to New Guinea in August of that year.

Lieutenant Cordell was named Robert Quentin by his parents, who were admirers of President Theodore Roosevelt, the Quentin being in honor of the president's youngest son who crashed in Germany during World War I. The Terre Haute pilot was married in December, 1942, while a cadet at the Enid Army Flying School, Enid, Okla. His wife, Betty Jo Cordell, made her home with her parents after the departure of Lieutenant Cordell for overseas duty.

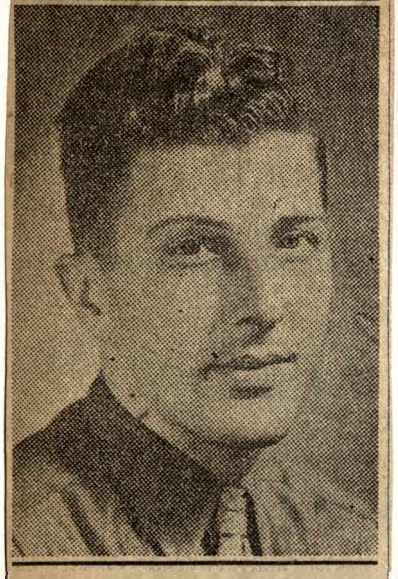
Besides the widow and his parents, Lieutenant Cordell is survived by one sister, Mrs. Bernice Murana, of Chicago; four brothers, Ernest, Guy, Ralph and Warren, and a small nephew.

T. H. FLIER KILLED

LIEUT. ROBERT Q. CORDELL.

DIES IN FRANCE

1944

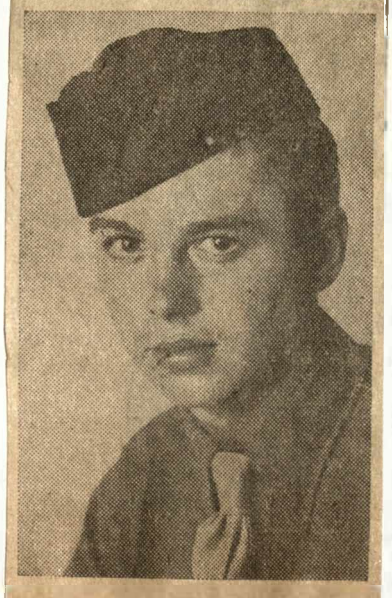


PVT. PAUL MASCARI.

Pvt. Paul Michael Mascari, 26-year-old son of Mr. and Mrs. Michael Mascari, 105 South Fifteenth street, was killed in action in France Aug. 13, according to a War Department message received Saturday by his wife, Mrs. Catherine Lowe Mascari, of North Thirteenth and One-half street.

Private Mascari, who was serving with the infantry, entered the armed forces Sept. 15, 1943, and was assigned to overseas duty in June this year. He was a nephew of Guy and Frank Mascari of this city. He was wounded previously in combat and was awarded the Purple Heart.

JOURNEY HOME



PFC. HARRY S. CHURCH.

The body of Pfc. Harry S. Church, son of Mr. and Mrs. Harry L. Church, 2005 North Thirteenth and One-half street, who was killed in action during World War II, will arrive in Terre Haute Tuesday afternoon.

It will be taken to the Cross Funeral Home where funeral services will be held at 3 o'clock Wednesday afternoon. Rev. Willard Lampe will officiate and burial will be in Roselawn Memorial Park.

Lawton-Bryum Post of the Veterans of Foreign Wars will conduct military rites.

Pfc. Church was a graduate of Gerstmeyer Technical High School, class of 1943, and was a member of the Central Presbyterian church. He was killed in action Feb. 13, 1945, and his body was temporarily buried in the cemetery at Epinol, France.

Besides the parents Pfc. Church is survived by one brother, John, and two sisters, Margaret and Christine, all at home.

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

WW II (T.H.)

Community Affairs File

REFERENCE
DO NOT CIRCULATE

CPL. COWAN MEETS GYPSY ROSE LEE

As Enlisted Man In Clinic He Doctors Author-Actress During Visit to Camp.

Cpl. Edward M. Cowan, son of Mrs. Ed Cowan of Terre Haute, recently administered to an unusual patient in his capacity as enlisted man in charge of the eye, ear, nose and throat clinic at Morris Field, Charlotte, N. C. His patient was none other than Gypsy Rose Lee, the famous author-actress, who suffered a sore throat and fever while visiting the Army Air Field to entertain the service men there.

Soon after her release from the hospital at Ft. Bragg, N. C., where she was confined for two weeks with pneumonia after entertaining the troops there, the actress went to Morris Field to entertain.

During a rehearsal before the Morris Field show her throat became irritated and she developed a fever. She was given attention at the clinic by Cpl. Cowan and physicians of the clinic staff and made such improvement that she was able to go on with the show that night.

Cpl. Cowan writes that few of the field personnel, with the exception of the clinic staff, knew that she did her performance while suffering a badly irritated throat and with a high temperature.

"Miss Lee is a real trouper," writes Cpl. Cowan, "and she surely demonstrated that fact when she urged the clinic staff to 'get my throat fixed up for the show must go on'."

Corporal Cowan did not divulge this bit of information in his letter, but it was learned from other sources that Gypsy Rose sort of "went for" the corporal and invited him to accompany her to the mess hall for lunch.

Cowan, a graduate of Wiley High School and Indiana State Teachers College, went to the army in January, 1942, reporting at Fort Benjamin Harrison. On Feb. 8, 1942, he reported at Morris Field and has been stationed with the medical corps since that time.

Has Famous Actress For Patient At Army Base At Morris Field

CPL. EDWARD COWAN OF TERRE HAUTE TREATS GYPSY ROSE LEE AT ARMY BASE.

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

WWII (JH)

Community Affairs File

ENSIGN JOHN O'MALLEY IS PRISONER OF WAR

News that their son, Ensign John D. O'Malley Jr., is alive and in good health in a German prison camp was welcomed today by Mr. and Mrs. John D. O'Malley, formerly of Terre Haute, now residing in Cincinnati. The naval officer had been reported missing in action shortly after D-Day in France.

In a letter from a U. S. Navy public relations officer to the parents, it was disclosed that a repatriated Australian naval officer who lost an arm in the invasion and was captured by the enemy had become a friend of Ensign O'Malley in Malag O, a German camp between Hamburg and Bremen in which only naval officers are confined.

Life in the camp was reported to be agreeable under the circumstances and food at least adequate. Organized classes and exercise periods have been arranged, according to the report, among the Dutch, Norwegian, French and British sailors and officers confined there. Two other Americans are in the camp, which has a population of 300 and is of such size that it can be walked around in seven minutes, the informant said. Oct-1944

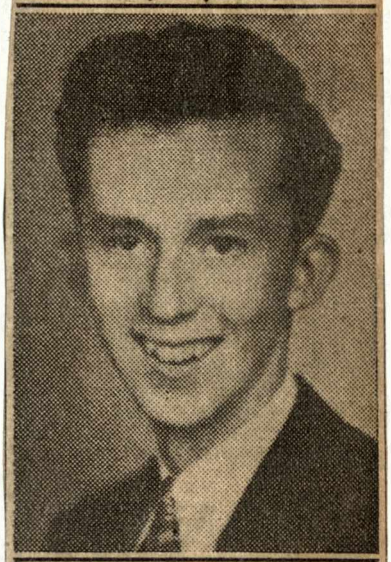
BRONZE STAR MEDAL WON BY JOHN O'MALLEY, JR.

John D. O'Malley has received word that his son, Ensign John D. Jr., has been awarded the Bronze Star Medal for heroic achievement during the assault on the coast of Normandy.

He is a prisoner of war in Germany at Marlag Nord, near Bremen.

MISSING IN ACTION

July 26, 1944



ENSIGN JOHN D. O'MALLEY JR.

Mr. and Mrs. John D. O'Malley, 30 South Twenty-first street, Wednesday night received a telegram from the Navy Department informing them that their son, Ensign John D. O'Malley Jr., is missing in action.

Ensign O'Malley graduated from Notre Dame University on May 2 of last year and following enlistment in the navy returned there on May 30 to attend midshipman's school.

He received his commission on Sept. 22 and was assigned to Camp Bradford, Va. Following a leave he left home on Dec. 26 to report for overseas duty. No details were given but the telegram stated that a letter would follow as soon as possible.

His father, John D. O'Malley Sr., is regional director of the War Manpower Commission with headquarters in Cincinnati, Ohio.

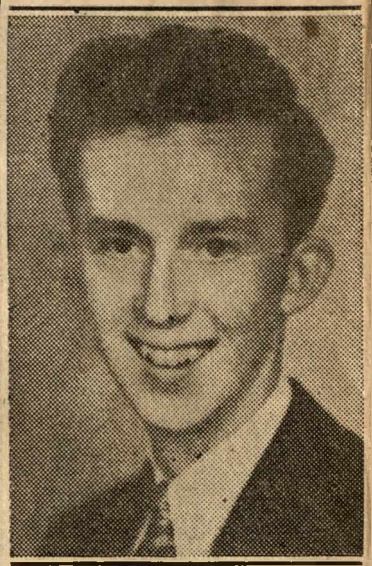
Reported Missing In Germany, He Turns Up To Say "Hello" At Home

Held captive by the Germans since June 10, 1944, or D plus 4, until his release was affected May 2, 1945, by the 11th Armored Division of the British 2nd Army, Lieut. (jg) John D. O'Malley, Jr., has reached home.

Visiting Terre Haute with his parents, Mr. and Mrs. John D. O'Malley, and sister, Mimi, former residents here and now residing in Cincinnati, Ohio, the 23-year-old naval officer said that treatment in the prison compound was bearable. However, he stated, the hum-drum routine and the fact he was "fenced in" became irritating at times.

Relief for him and several other hundred prisoners came through books provided by the Red Cross and German newspapers where events of international significance were gleaned, tuned to the slanted Nazi theme. While he has no command of German, he said that interpretation was furnished by other prisoners, some of whom had picked up the language during there five years' imprisonment.

Lieutenant O'Malley was captured near St. Lo, France, just four days after landing on the Normandy beachhead. As a gun-fire liaison officer, it was his duty to travel with the army's foot soldiers and direct naval forces' shelling of strategic targets by radio communication from shore to sea.



LIEUT. JOHN O'MALLEY.

The youthful navy lieutenant was sent to Marlag und Malag Nord prison camp 18 miles northeast of Bremen, Germany. This, he explained, was exclusively for naval prisoners. He considers his internment in this camp "luck" because it was generally known that internees there were treated in keeping with their rank and nationality.

After he was freed by the British Lieutenant O'Malley was flown to England in a Lancaster bomber by the Royal Air Force. He was ordered back to Washington, D. C., and enplaned for the United States via Paris, France. In Paris he had a five-day "lay-over" and enjoyed a rest in the renowned and colorful capital of revitalized France.

Arriving in this nation's capital, he was awarded a long overdue promotion from ensign to lieutenant junior grade and then given leave to visit home.

Graduating from Notre Dame University in May, 1943, he entered the Navy V-7, deck officers' training program, at the university and was commissioned there Sept. 22, 1943, after completing the 10-week course.

Assigned to active duty at Norfolk, Va., he took up training in gunnery and at the completion of this he embarked for England in December, 1943. From then on until the invasion he trained with the American 1st Army, which was then prepared for the coming assault on the continent.

He is a graduate of St. Patrick's parochial school and of Indiana State Laboratory High School.

REFERENCE
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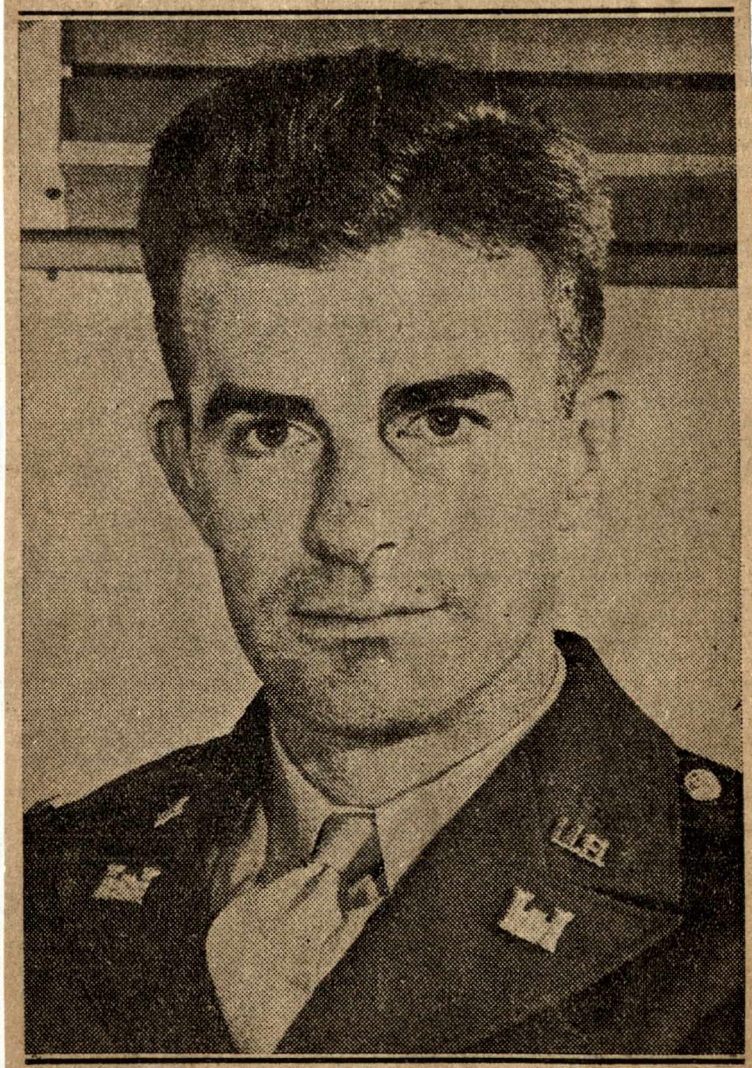
TERRE HAUTE, INDIANA

WWII (J-4)

Community Affairs File

Going Along With Eisenhower To See the Finish of War

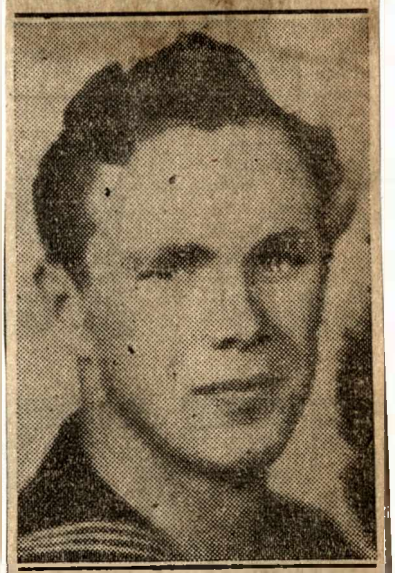


MAJ. ROBERT F. ALEXANDER.

Maj. Robert F. Alexander, son of Mr. and Mrs. E. D. Alexander, 111 North Seventeenth street, has arrived overseas and assumed duties on General Eisenhower's supreme Allied command staff, according to a cablegram received by his parents.

Major Alexander, who is a former employe of the Pennsylvania Railroad here and in the east, is in charge of railroad construction. He graduated from Rose Polytechnic Institute in the class of 1928 and holds a degree in civil engineering awarded him in 1938.

Ends Survivor Leave



DONALD GRANT, B/3C.

Donald Grant, Baker Third Class, has returned to California to await re-asignment following a 30-day survivor leave spent here with his wife, Mrs. Phyllis Grant, 1653 Third avenue, and his parents, Mr. and Mrs. Elza Grant, 615 North Fifth street.

He was a member of the crew of the U.S.S. Skylark, a minesweeper which was torpedoed and sunk on March 28, 1945, off the coast of Okinawa. Practically all members of the crew were saved by nearby naval ships.

Grant entered the service Sept. 28, 1943, trained at Great Lakes Naval Training Station, and was assigned to sea duty on Dec. 2, 1943. He was attending Garfield High School at the time of his entrance into the service.

PRISONER'S FAMILY HEARS FROM FELLOW INTERNEE

10/12/44

Mr. and Mrs. Manford Harris, 2222 South Center street, received word Saturday concerning their son, First Lt. William Harris, from a fellow prisoner of war who has returned to this country after a period of internment in a German prison camp.

Lieutenant Harris, a navigator with the 8th Air Forces based in England, was shot down over enemy territory March 6. His parents received a letter from Lt. John Smith, now in the Vaughan General Hospital, Chicago, who was interned at the same camp but was exchanged, and returned to the United States aboard the Gripsholm in September.

The officers were confined at Stalag Luft No. 1, at Barth, Germany, and Lt. Smith was asked to communicate with the families of fellow prisoners in this country upon his return. He assured Mr. and Mrs. Harris that their son is safe and well treated, and said the camp is the best airmen's camp in Germany.

Lieutenant Smith left the internment camp, formerly a German army post, on July 17. The boys are "getting along fine and receive Red Cross parcels weekly," he wrote. Cooking is done by enlisted men interned at the camp, Harris' correspondent wrote.

Cigarettes are the most valuable possession in the camp, and are used for barter, both among the men themselves and with the Germans, according to Lieutenant Smith. He wrote that the prisoners recently staged a play at the camp, appreciated by German guards as well as the Americans, and that American movies have been displayed. Through it all, Lieutenant Smith declared, the American sense of humor has remained unimpaired and a source of strength to the prisoners.

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TERRE HAUTE, INDIANA

Both liberated
May 1945

WW II (JH)

Community Affairs File

LEARN SECOND SON MISSING IN ACTION

S Sgt. Conrad J. Gemmecke, Jr., Missing In European Area—Brother Prisoner of Germans.

Mr. and Mrs. Conrad J. Gemmecke, 2425 Liberty avenue, have been informed by the War Department that their 22-year-old son, S/Sgt. Conrad J. Gemmecke Jr., has been missing in air action over Germany since Feb. 22. The message was the second notification that a son was missing in action received by Mr. and Mrs. Gemmecke within a year's time.

Sgt. Conrad Gemmecke, the youngest of three sons in service, is a crew member of an army air corps bomber. He entered the armed forces Oct. 28, 1942, and has been overseas since August, 1943.

On March 9 a year ago Mr. and Mrs. Gemmecke were informed that their son, Pvt. William A. "Woody" Gemmecke, 26 years old, was missing. Private Gemmecke was captured by the Germans in the breakthrough at Kasserine Pass in the North African campaign and is now a prisoner of war in Germany.

His parents waited four months before learning their son was held prisoner. He was one of six Terre Hauteans in service reported missing in action on one day. The oldest brother, James Gemmecke, is serving in the navy.

Hoped For Furlough.

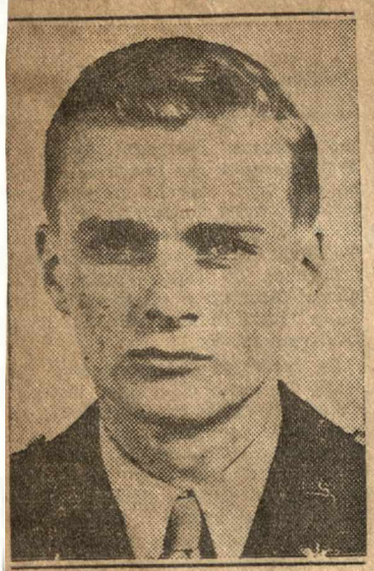
Mrs. Gemmecke last heard from her son, Conrad, in a letter dated Feb. 18. He stated that he had completed his tenth mission. He said that he was already looking forward to the time when he had completed his twenty-fifth mission, as he might get a furlough home then.

She received three letters last week from her son, William, who is being held a prisoner in Germany. He said that he and a number of other prisoners of war were working on a 1,000-acre potato farm. Stating that he was in good health he said that he is digging potatoes six days a week but did get one day's rest in seven.

S/SGT. CONRAD J. GEMMECKE. PVT. WILLIAM A. GEMMECKE.

Mr. and Mrs. Conrad J. Gemmecke 2425 Liberty avenue, have just been informed by the War Department that their son, S. Sgt. Conrad J. Gemmecke Jr., is missing in air action over Germany since Feb. 22. On March 9, 1943, they were advised that another son, Pvt. William A. Gemmecke was missing. The parents have since learned that the latter is a prisoner of war of the Germans.

Commissioned In Army Air Force



LT. ROBERT W. WOLF. LT. ROBERT D. RUDD.

CHANUTE FIELD, Ill., June 17.—Two Terre Haute, Ind., men have been commissioned as second lieutenants in the Army of the United States and have been assigned to duty as weather officers at an A.A.F. station.

They are Robert W. Wolf, son of George E. Wolf, 1631 South Ninth street, and Robert D. Rudd, son of Mr. and Mrs. Paul A. Rudd, 2630 College avenue.

They received their commissions at this post of the A.A.F. Training Command following completion of a course in advanced weather observing and forecasting, in addition to training in duties and responsibilities of commissioned officers.

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TERRE HAUTE, INDIANA

WAR WV WW II

Indpls. Star 8-15-45 p. 18

City Couple's Nephew Fights Japs 17 Days

Sgt. Clifford M. Noblitt, nephew of Mr. and Mrs. Walter Bollman, 1713 Spruce Street, is a member of a rifle company of the 38th Division which battled through the Sierra Madre Mountains on Luzon 17 days, killing 67 Japs and capturing many prisoners and a large amount of equipment in that area.

The company, which wiped out the last remnant of enemy resistance there, blew up a number of caves and took 15 heavy machine guns, five light machine guns, knee mortars, small arms and demolition stores, using them later against the enemy. Sgt. Noblitt is son of Mr. and Mrs. Ben Noblitt of Columbus.

Special Collections

T.H. 8-15-1945

TE TRIBUNE. p. 11

KILLED OVER BURMA

T/SGT. EUGENE B. SMITH.

T/Sgt. Eugene B. Smith was killed in action over Burma on July 30, according to word received by his wife, Mrs. Mary L. Wefler Smith, R. R. 1, West Terre Haute. Sergeant Smith was an aerial engineer with the air forces. The flier had 860 hours in the air to his credit, more than 700 hours being in combat.

Sergeant Smith wore the Air Medal with three oak leaf clusters and the Distinguished Flying Cross with one oak leaf cluster. He is survived by his wife, a 4-year-old daughter, Arla Gene; his parents, Mr. and Mrs. Earl Carpenter of California, three brothers and three sisters.

Chicago Herald-American pg. 4
8-21-1945

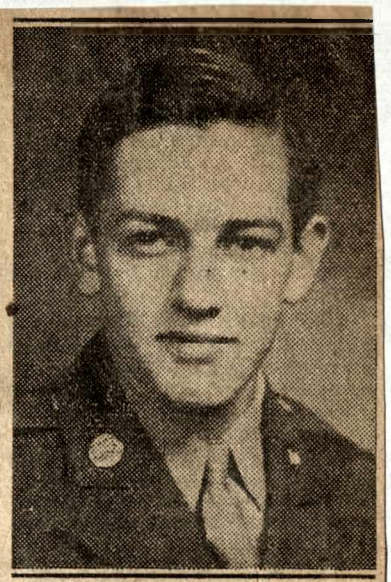
(Herald-American photo.)

LANDLUBBERS AGAIN . . . Happily waving their discharge papers at unidentified former shipmate busily engaged in swabbing street at Navy Pier, these gobs are three of 327,000 veterans who will return to civilian life in next four months. From left: PTR2/c Charles F. Lyon, Jeffersonville, Ind.; Coxswain Lawrence Johnson, Rockford, Ill., and QM1/c A. G. Davis, Terre Haute, Ind. Story on Page 1.

WW II (S-H)

Community Affairs File

LT. WILLIAM H. PLENGE.



LT. WILLIAM G. CORNELL.

Lieutenants William H. Plenge and William G. Cornell are recent graduates of the United States Army Engineer School at Fort Belvoir, Va. Both enlisted in the army enlisted reserve while they were sophomores at Rose Polytechnic Institute in 1942, and before entering the engineer school to win commission they were returned for further training at the institute.

They were called to active duty while in their junior year at the institute and took basic training at Fort Belvoir. In the fall of that year they were sent to the star unit at Ohio State University and later returned to Rose Poly to complete their junior year.

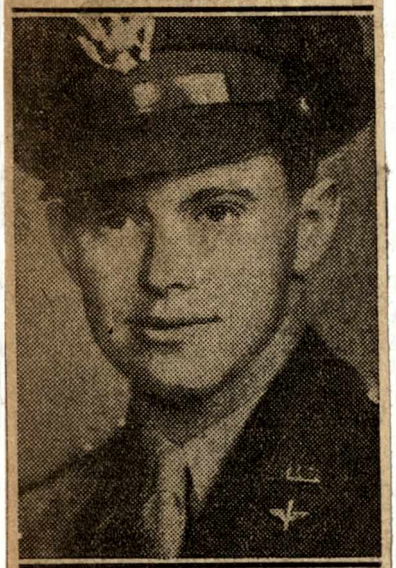
In March of this year they returned to Fort Belvoir and graduated on July 12 as second lieutenants. Lieutenant Cornell is a member of Sigma Nu and Tau Nu Tau fraternities. He has been assigned to the 718th Engineers Depot Company at Camp Howze, Texas. Lieutenant Plenge is a member of Alpha Tau Omega and Tau Nu Tau. He has been assigned to the 86th Combat Engineer Battalion, stationed at Camp Atterbury, Ind.

S/SGT. CHARLES O. JENSEN.

S/Sgt. Charles O. "Bob" Jensen, son of Mr. and Mrs. Otto Jensen, 2219 Crawford street, is a veteran of more than 400 hours combat flying time. A radio operator with the troop carrier command of the 9th Air Force, he is now based in England.

Sergeant Jensen entered the service Nov. 20, 1942, and has been overseas since January this year, being stationed in Italy and England. He participated in the invasions of Normandy and southern France and wears the air medal with oak leaf cluster, the theater of war ribbon with two stars and a presidential citation decoration. The latter is a gold bordered ribbon worn over the right pocket.

MISSING IN ACTION



LT. WILLIAM H. HARRIS.

First Lt. William H. Harris, son of Mr. and Mrs. Manford W. Harris, 2222 South Center street, is reported missing in action over Germany since March 6, his parents have been informed by the War Department. A graduate of Wiley High School, Lieutenant Harris was a sophomore at Rose Polytechnic when he enlisted in the Army Air Forces March 27, 1942.

He was commissioned at Hondo, Tex., June 3, 1943, and went overseas in September of that year, being promoted to first lieutenant Jan. 29, 1944. Serving as navigator of a Flying Fortress crew with the 8th Air Force in England, he held the air medal and several oak leaf clusters. Besides his parents, two sisters, Leah and Anna May, and his grandparents, Mr. and Mrs. C. Ed Wall, live in Terre Haute. He is a member of the Breden Memorial United Brethren church. 1944

REFERENCE
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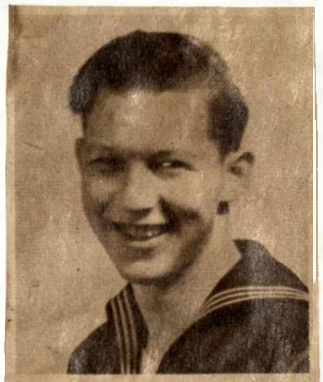
TERRE HAUTE, INDIANA

WW II (J-N)

Eugene W. Clehouse,
463 South 17th street,
United States Army.

S 1/c Berlyn L. Jeffers,
2026 Park St.,
United States Navy.



Steven V. Fuson
1429 South Ninth St.
Philadelphia, Pa.

F3/c Paul R. Hoff,
5 South 25th Street,
St. Paul, Minn.

Wm. C. Brown, S 2/c
1516 Locust St.
South Pacific Area

Jack Murphy

Cadet Wm. H. Harris,
2222 South Center street,
U. S. Army Air Corps.

Pfc. William C. Lee,
222 S. 14th street,
in New Guinea.

WAVE IN TEXAS

1944

ROSEMARY HAMMOND,
Storekeeper 3/c.

Rosemary Hammond, storekeeper 3/c, daughter of Mr. and Mrs. Ross Hammond, formerly of Terre Haute and now of Columbus, Ohio, is stationed on an island in the Gulf of Mexico, near Galveston, Tex. She attended Garfield High School three years and then moved to Columbus, finishing her high school work there. Prior to her induction as a WAVE eight months ago she was a model. Recently her engagement to 1st Lt. Russell R. Staudacher, now in England, was announced.

Eugene W. Clehouse,
501 S. 17th St.,
Fort Belvoir, Va.

Dale R. Kirts SF 2/c (left), husband of Sarah Kirts, of Indianapolis, serving on the U.S.S. Gen. John Pope, and Harold M. Kirts, SAD 2/c, of Naval Station, Seattle, Wash., husband of Juanita Kirts, of this city, recently spent a 10-day leave together with their families.

R. D. Timberlake Jr.,
R. R. 5, Terre Haute.
Panama Canal Zone.

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Community Affairs File

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TERRE HAUTE, INDIANA

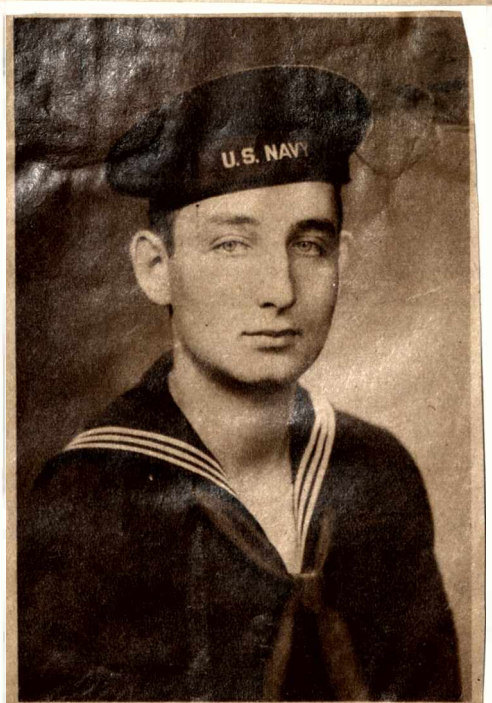
WWII (1-A)

Terre Haute Writer Reports For Atomic Bomb Experiment

MARY NELLE NICKLESS.

Terre Haute WAVE attending the conferences aboard the Shangri-La, held by naval officials, prior to leaving for the atomic bomb experiments in the Pacific.

(Copyrighted by Navy Department, San Diego 34, Calif.) 1946



Richard Cross, hospital apprentice, first class, son of Mr. and Mrs. Dolph Cross, of 2005 North Thirteenth street, is in the United States Navy and is stationed at the Great Lakes Naval Training Station.

1942

Community Affairs File

Terre Haute Nurse Is Decorated For Service in Air Evacuations

Lt. Grace Stakeman of Terre Haute is shown as she receives the Air Medal from Maj. Gen. John K. Cannon.

First Lt. Grace H. Stakeman, daughter of Mr. and Mrs. Joseph Stakeman of 429 South Fifteenth Street, has received the Air Medal from Maj. Gen. John K. Cannon, commanding officer of the Twelfth Air Force, somewhere in Italy. Lieutenant Stakeman was one of forty-six flight nurses and forty-nine flight surgeon technicians, all members of the 802nd and 807th Air Evacuation units of the Twelfth Air Force, to receive the medal for their work in the evacuation of more than 107,000 sick and wounded in the Mediterranean area since March, 1943.

Recently Lieutenant Stakeman was written up in the Stars and Stripes for having helped in the evacuation of the 100,000th casualty in that area. She enlisted soon after Pearl Harbor and left Terre Haute Jan. 12, 1942. She has been overseas since August, 1943. When she enlisted in the Nurses Corps Lieutenant Stakeman was nurse a the Quaker Maid Company in Ter Haute. She was graduated fro Gerstmeyer Technical High Scho and received her professional trai ing in a Cincinnati hospital.

Of the family of eight childre four of the Stakemans are in t service as well as one son-in-la First Lt. George Stakeman is wi the Chemical Warfare Service France, having been overseas mo than a year; Ensign John Stake man is serving with the Merchan Marine and was recently based in New Orleans; Pvt. Rudolph "Rudy" Stakeman is with the United State Marines and is thought to be in th Philippines at present, and Capt. Chilton Summers (brother-in-law) is with the United States Army Air Force and has been in New Cale donia for two years. Keeping u with her children, Mrs. Stakem has been most active in the wor of the Terre Haute Chapter of th American Red Cross.

DO NOT CIRCULATE

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TERRE HAUTE, INDIANA

WW.II (J-H)

Pfc. William T. Kuykendall, Jr., son of Lt. William T. Kuykendall of the Terre Haute police department, is a member of the marines, and is stationed at Camp Lejuene, North Carolina. He enlisted in July, 1948, and trained at Paris Island, where he served in the mortar division.

Corporal Roy "Mike" Newman (left) and Pfc. Guy B. Newman (right) grandsons of Mrs. Marian Brill, of 1013 Seventh avenue, and Mrs. Mary Newman, of R. R. 6, Terre Haute. "Mike" is stationed in Alaska. Guy is serving with the Marine Corps overseas.

Sergt. Chas. E. Dougherty, 1409 Barbour Ave., at Ft. McClellan, Ala.

Lawrence L. Jewell, 2063 North Center St., at Camp Endicott, R. I.

Jack C. Coffel, 1563 Third Ave. In South Pacific area.

Charles H. Boyll 1619 Park St. Camp Robinson, Ark.

Pfc. William J. Boyle, 2137 Third Ave.

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Community Affairs File

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

WW II (7H)

Community Affairs File

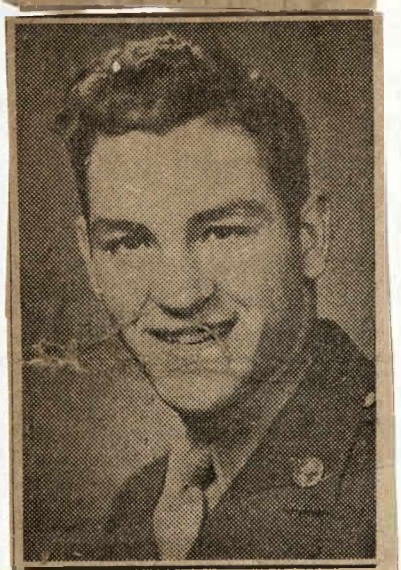
RITES FRIDAY FOR WAR HERO

Aug 1948

Remains of S/Sgt. William J. Boyle Arrive From England Thursday.

Funeral services for S/Sgt. William J. Boyle, World War II casualty, president of the Garfield High School senior class of 1943, will be held Friday morning.

The body will arrive in Terre Haute Thursday afternoon and will be taken to the P. J. Ryan & Sons Funeral Home. Friends may call after 4 o'clock Thursday. Requiem mass will be said at 10 o'clock, at St. Ann's church, Friday morning.



S/SGT. WILLIAM J. BOYLE.

Burial will be in Calvary cemetery with military rites by Fort Harrison Post 40 of the American Legion.

Son of Mr. and Mrs. Jacob R. Boyle, 2137 Third avenue, S/Sgt. Boyle was top turret gunner and flight engineer of a plane which crashed after an aerial collision over England. He was returning from his seventeenth mission over enemy territory.

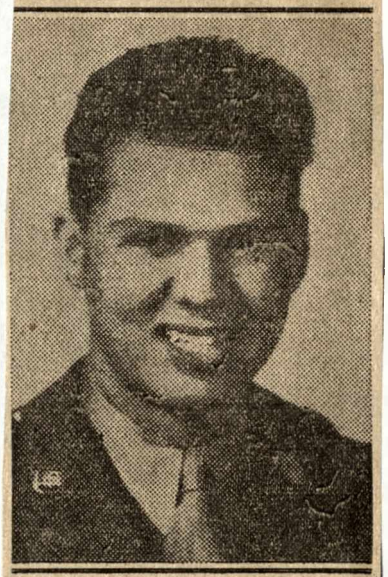
He was 19 years old.

Temporary burial was in the United States Army Air Forces' cemetery at Cambridge, England.

Active in school athletics, he enlisted in the Army Air Corps while in his last year at Garfield. Seventeen years old at the time, he was the first of that age to sign up in the air corps recruiting program here. He was called to active duty the following October.

Surviving are the parents; a brother, James R. Boyle; two sisters, Miss Rita Ann and Miss Mary Ann Boyle, all of Terre Haute, and the grandmother, Mrs. Lucy Boyle of Chicago.

WINS BRONZE STAR



S/SGT. PAUL GREINER.

Mrs. Margaret Roff, Mrs. Nellie Hall, Mrs. Rose McAllister and Miss Catherine Fitzgibbons, all of this city, have received word that their nephew, S/Sgt. Paul Greiner, has been awarded the Bronze Star for meritorius service while serving with the 9th Army in Germany.

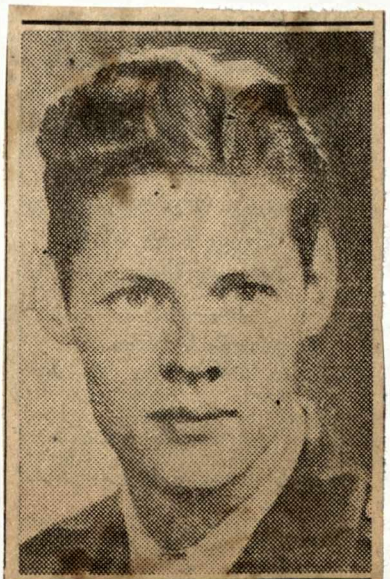
S/Sgt. Greiner is a former local resident and attended St. Joseph's School. His mother, Mrs. Howard Greiner; his wife, Mrs. Marie Greiner, and 3-month-old daughter, Paula Beth, are now living in Peoria. Entering the army on Nov. 21, 1942, he has been serving overseas since March of last year.

In Overseas Hospital

J. MAX GILL.

Mr. and Mrs. Heber J. Gill of R. R. 1, Rosedale, Ind., have received word from the War Department stating that their son, J. Max Gill, 21 years old, is in a hospital overseas. He formerly was reported missing in action. Serving with an infantry division of the 7th Army he has been awarded the Infantry Combat Badge since he arrived overseas in January of 1945. He is a graduate of Wiley High School in the class of 1941 and entered the service in July, 1944.

A brother, T/Sgt. Jack E. Gill, is serving with the military intelligence division somewhere in the South Pacific.



S/SGT. GLENN R. REYNOLDS.

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TERRE HAUTE, INDIANA

WWII (S-P)

Terre Haute Brother and Sister Serve Their Country In War

ENSIGN FRANCES B. McCOWEN. ENSIGN MAX McCOWEN.

Ensign Frances B. McCowen and Ensign Max McCowen are the daughter and son of Mr. and Mrs. Roy McCowen of Second avenue.

Miss McCowen before entering the Navy Nurse Corps attended Indiana State Teachers College, graduated from Indiana University Training School for Nurses and worked as a registered nurse in the surgery at the James Whitcomb Riley Hospital in Indianapolis for three years, where she was assistant head nurse. For the past seven months she has been stationed at the U. S. Naval Hospital, Great Lakes, Ill.

Mr. McCowen before entering the navy in 1942 received his B. S. and masters degrees from the Indiana State Teachers College, took post graduate work at Buffalo University and Northwestern and had been teaching science for four years at the Thomas A. Edison School in Hammon, Ind., at the time of his enlistment. He is now stationed at Hollywood, Fla., after returnnig recently from the Marshall Islands, where he served for 18 months.

Lieut. Paul A. Mascari Of Famed Blackhawk Div. Home On Leave

First Lieut. Paul A. Mascari, son of Mr. and Mrs. Guy Mascari, 51 South Twenty-first street, who reached New York last Sunday with the famed 86th Division, known as the Blackhawk Division, arrived at his home here Wednesday. Lieut. Mascari is on 30-day leave and will report for duty on July 22 at Camp Gruber, Okla.

Lt. Mascari entered the service in October, 1941, and later spent one and one-half years in Ecuador and Panama. His division was sent to Europe in February of 1945 and fought with General Patton's 3rd Army in the rugged final months of the European war. His division fought in the Ruhr pocket and had pressed to within thirty miles of Berchtesgaden when the German [illegible] came.

He [illegible] regroup at Camp Gruber, Okla., and that after a training period there is scheduled to sail for the Pacific war theater.

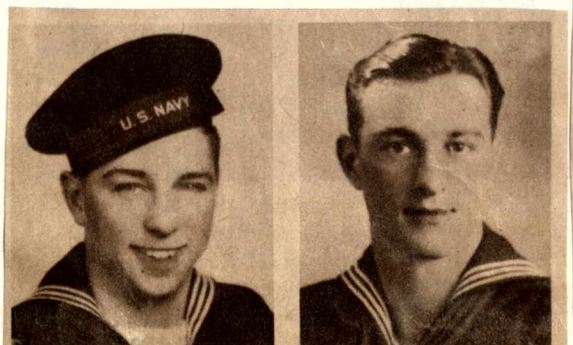
After the landing of the Blackhawk Division in New York Sunday, Lieutenant Mascari was quartered for a short time at Camp Kilmer near New York. He later moved to Camp Atterbury, Indiana, from where he began his leave.

Staff Sergeant Harold Johnson of Richmond, Ind., well known in Terre Haute as the result of his attendance at Indiana State Teachers College before entering the armed services, also returned with the Blackhawk Division. He, too, is on furlough and expects to visit Terre Haute before again reporting for duty.

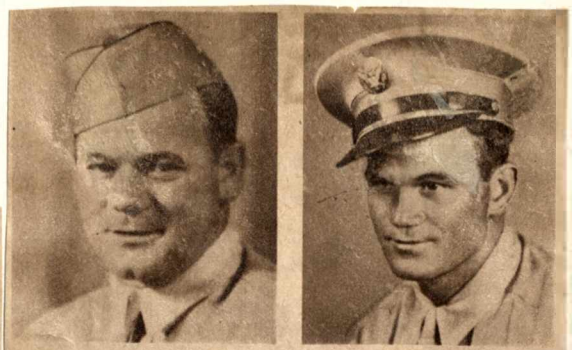
Lt. Robt. D. Rudd, 2630 College Ave., in India.

Community Affairs File

Prose,



Mr. and Mrs. Ted Craig, 2030½ North Eleventh street have two sons in the services. A. O. M. 3/C James O. Craig (left) is aboard an aircraft carrier in the Pacific, while M. M. 2/C Russell T.



Mrs. Beulah Rollings, 204 South Sixth street, West Terre Haute, has two sons in the service. Pfc. Donald Rollings is in the South Pacific area while his brother, Pfc. Raymond Rollings in in Camp Haan, Calif.

VIGO COUNTY PUBLIC L
TERRE HAUTE, INDIANA

DO NOT CIRCULATE

WWII (3.4)

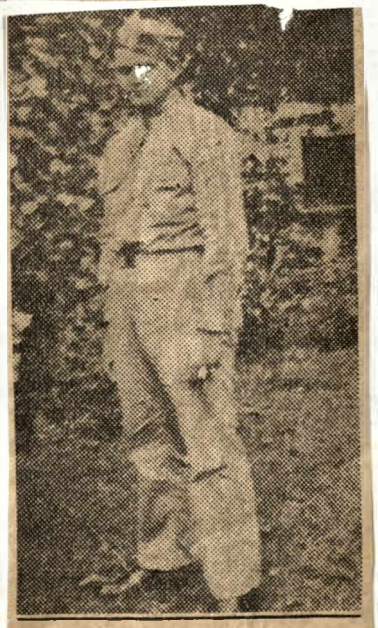
RECENTLY ELECTED COMMANDER of the Julia K. Lambert Post No. 481 of the American Legion was Goldie M. Woodard. She is the post's fifth commander, and has served as finance officer for the past two years. As an Air WAC she was stationed at the 4114th A.A.F. Port of Alameda, Calif. Mrs. Woodard is a member of the Eastern Star, White Shrine and Kerman Caldron.

Comdr. Merry A. Fagg of Julia K. Lambert Post 481, American Legion, as a WAC, saw service in the Southwestern Pacific Area for two and one-half years. She is a clerk in the office of the Business, Buildings and Grounds Department of the Terre Haute city schools.

RETURNS TO SHIP

PAUL WAMPLER, S. O. M. 3/C.

Paul Wampler, S. O. M. third class, has been visiting with his parents, Mr. and Mrs. Frank Wampler of 150 North Thirty-fifth street. He has returned to his ship on the Pacific coast.



PFC. JAMES A. REICHART.

Pfc. James A. Reichart of 924 North Fourteenth street is in the quartermaster corps and is stationed at the Erie Proving Grounds, Sacarne, Ohio.

Special To The Tribune-Star 1942

SULLIVAN, Ind., Sept. 5. — Mr. and Mrs. Virgil Page, 327 South Section street, has received word from the War Department that their daughter, Lieut. Ruby V. Page, a nurse serving with the U. S. Army, had reached her destination safely. They later received a cablegram from her from Great Britain, confirming her safe arrival overseas.

Lieutenant Page graduated from the nurses' training school in Union Hospital at Terre Haute and served on the staff of the Mary Sherman Hospital here for a year. Following that she was supervisor in surgery at the Union Hospital. She enlisted in the U. S. Army in July of 1941.

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VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

WW II (1-44)

Major John D. Harrington, husband of Catherine Helmick Harrington, 1400 Eighth avenue, has returned to the States after 18 months overseas. Major Harrington wears the Air Medal and before entering the service was affiliated with the Purdue University airport.

Community Affairs File

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TERRE HAUTE, INDIANA

LAWRENCE "LARRY" JEWELL.

RICHARD D. CROSS, PH.M. 1/C.

Richard D. Cross, Ph.M. 1/c. son of Mr. and Mrs. Dolph Cross, 2005 North Thirteenth street, is home on leave after 26 months' overseas service in the South Pacific.

A graduate of Garfield High School he entered the navy in September, 1942, received his training at Great Lakes and Treasure Island and left for overseas duty on Dec. 1 of the same year.

1946

Col. W. R. Clingerman of Terre Haute shifts from Engineering to Technical Intelligence. He has been assigned to Air Materiel Command at Wright Field at Dayton, O., since 1945, when he returned from a Fight Command post overseas. He now succeeds Col. Paul F. Helmick as chief of Analysis division.

REFERENCE
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 Wars (WW) WW II

Valley heritage

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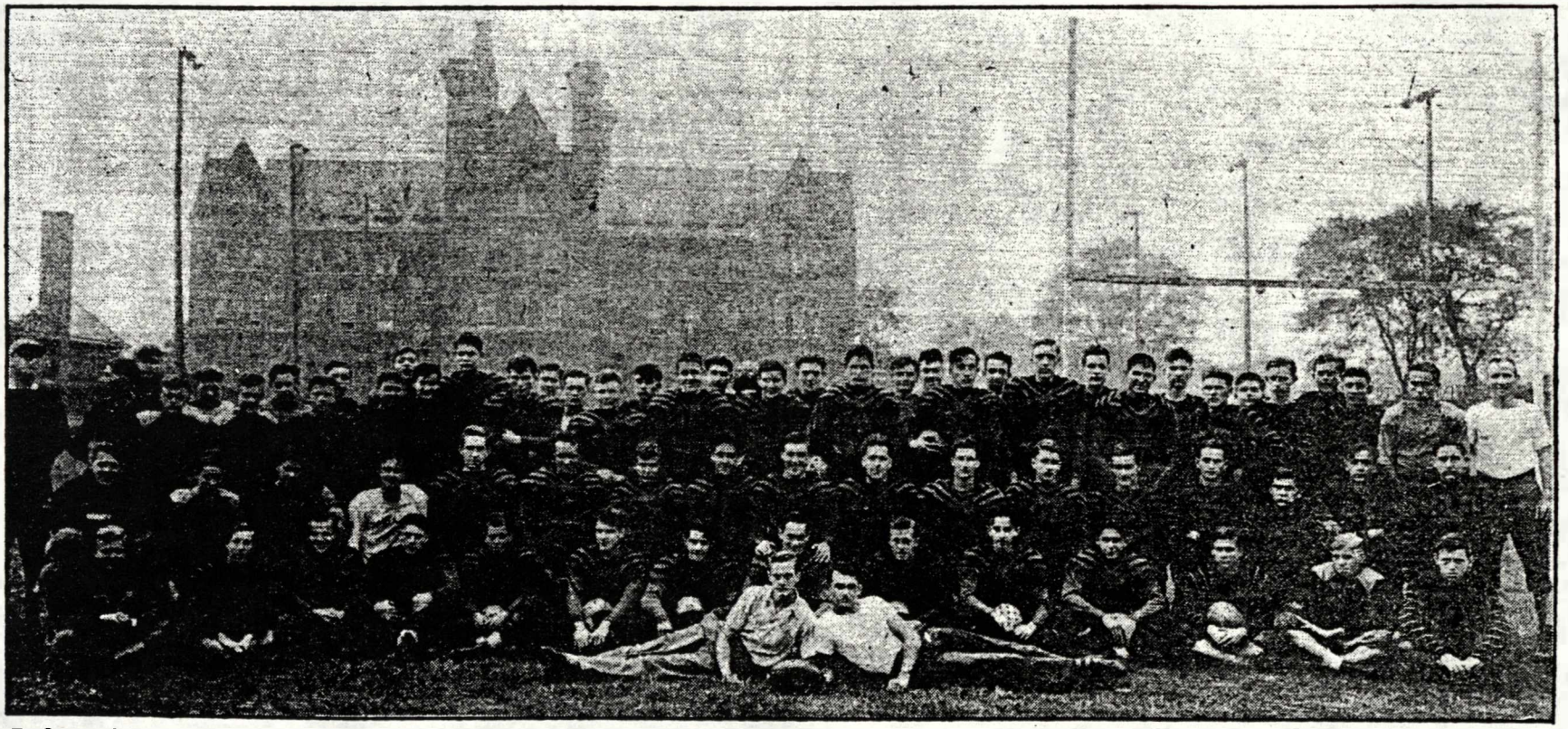
Community Affairs File



Before the war: Many of the players on the 1939-40 football team at Gerstmeyer Technical High School fought in World War II. Their loyalty and enthusiasm were detailed in letters "back home" after they graduated and entered the armed forces.

'For gosh sakes beat Wiley'

Tech men at war still rooted for team

EDITOR'S NOTE: This is the second of four articles on letters home from Terre Haute servicemen during World War II.

From the archives

find merit in loss, observed philosophically: "Tech teams have always been good losers, and that is a lot better than being a poor [illegible] much harder."

smallest team this year, also a hard-fighting team. And I guess that is what it takes to win. I also mean that is what it is going to take to win this war and I think we

Historical tr

'Nodder' to greet tl

By Helen Fagg
Vigo County Historical Soci

The doll case in the Hist 1411 S. Sixth St., contains t couple. They seem to nod a g

The dolls belong to a n swayers. The little char "Germany." They measure

The clothing, which is m green and gold on the tie, closed hands of both dolls pr at one time.

The nodding heads are h in place by a string attach inside the head and leavi the body at the lower edge the jacket on the man doll, a on the bottom of the feet the lady doll.

The construction members of this group of d is so varied that what collector classifies as a nod may be defined by another simply a small doll with swivel head and a figuri type body. If the head movement, however, and doll is small, it belongs to nodder group.

Some collectors do not sider nodders play dolls, because they were usu made from a good grade bisque, they were appare used as toys for children well as collectibles for adu

Dorothy:
This was taken a short time after the announcement was made the war was over - VJ DAY -
We were right in the middle of 7th + Wabash - don't have any idea who took the picture. Norma Estel Grayson is on the left + I'm on the right.
Jackie Hamill Phillips

We were at a movie at the Indiana Theatre when sirens, whistles bells, and general pandemonium broke out + everyone made a mad dash for the lights - I think the movie was "Brewster Millions" but I'm not sure. Buses stopped + I don't even remember how I got home!
(or when I got home)

Wars (WW) WW II

Beating the greatest of odds

Local vet fought to help U.S. forces recover from Pearl Harbor

REFERENCE
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Community Affairs

First of two parts

"We were on our own," Raymond White said, as he and I sat in the archives leafing through a large scrapbook of newspaper clippings his sister had saved. "They had to leave us, they did the right thing."

☆ ☆ ☆

White was talking about his experiences during and after World War II.

From the moment 20 to 30 Japanese twin-engine bombers strafed the flat, treeless terrain of Wake Island only a few hours after the attack on Pearl Harbor, 375 Marines, a seven-man Naval medical detachment and more than 1,500 construction workers stationed on the tiny island were cut off from all contact with U.S. Naval forces in the Pacific.

On that day, Dec. 7, 1941, 17-year-old dredge shore laborer Raymond J. "Peewee" White of Terre Haute was one of the construction workers who hit the beach — "there was no place else to go" — when the low-flying planes roared down on them, killing 60 Marines and destroying seven of the island's 12 planes.

Little more than a year earlier, White had been a student at Gerstmeyer Technical High School. Now he was part of that little band of marooned fighters about whom one newspaper wrote afterwards: "Not even the defenders of the Alamo ever fought against greater odds nor with greater effect in view of those odds."

Following that first strike, Raymond responded to Marine needs by quickly furnishing a construction company truck standing idly in the disrupted work area. Then he manned one of D Battery's three-inch guns side-by-side with the leathernecks in fierce battle they all knew would end in defeat.

A clear understanding of the situation, confirmed by the silence that met their radio messages, leveled all distinctions. For 15 days, until their ammunition ran out and their last two planes were gone, these expendables with and without military experience purchased time for American forces to regroup after the disaster at Pearl Harbor. Their delaying action blocked a swift enemy descent on the Philippines. "If Corregidor had fallen, the war in Europe would have been over before the Americans came back," White explained.

His Pacific odyssey began harmlessly in the fall of 1940, when he joined the Civilian Conservation Corps. One of eight brothers and sisters, he left high school where he had played football after one year, to earn money for the family. Following a stint in Idaho, he found employment through the CCC with a San Francisco-based construction company that was building a submarine/air base on Wake Island.

With the Japanese in possession of the island by the end of December 1941, White and other survivors of the ordeal spent Christmas Day captive on the airport runway, exhausted and thirsty.

In January the Americans were taken to Yokohama, then on to a prisoner-of-war camp in Shanghai, where they remained during most of the war. Marines and construction workers continued to receive the same treatment. They worked together and were hungry together, sharing equally in the debilitating routine of life in a "good prison camp," a model of its kind.

Raymond worked to pry out of the scrapbook the contents of little envelopes glued to yellowing pages. At last he carefully held up — between his fingers — several small sheets of paper: four precious letters — the only ones — he received during his imprisonment.

He grinned as he unfolded a letter from Aunt Nora in Freedom, Ind.

The letter, dated Nov. 25, 1942, was affectionate and chatty. As a member of the family she took it for granted that her nephew was interested in her state of health. Innocent of any irony, she dwelt upon it:

"... I do very well as long as I stay on my diet and that is a very strict one. Nothing cooked with butter or grease, no beans, cabbage or anything that grows in the garden, only potatoes and I get that just boiled in salt water. No cream in my milk. I have lost quite a bit of weight but am thankful for that."

White remembered, "At this time we were starving. We would have settled for salt. Of course, she didn't know, she thought the packages were getting to me." He was living the life that would send him home 67 pounds lighter than when he started out.

In 1943 White heard from neighbor Gertrude Price and her daughter, Betty June, who addressed him familiarly as "Peewee." They gave him welcome news of family and friends and assured him he was not forgotten.

Finally, in August 1944, a Prisoner of War Post form letter — a lined foldout sheet providing space for a 25-word message — contained the one exchange White had with his immediate family. In large block letters his sister, Pearl E. Hurley, in Indianapolis printed the most important news he ever received: "We are well."

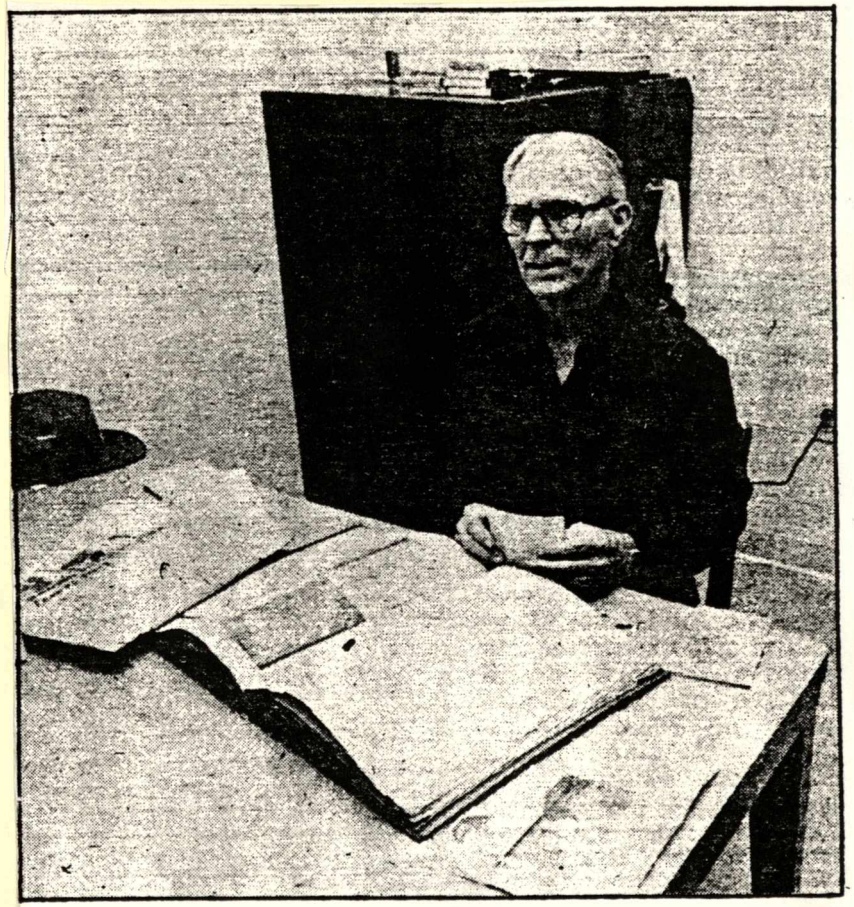
Underneath her message, Raymond responded hopefully, "Will be home soon." Then, because he had been out of touch so long, he made a request: "When you write, tell me where everyone is."

From the archives

Harris has been archivist at the Vigo County Public Library since 1978.

By Lois Harris
Special to The Tribune-Star

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA



Recalling World War II: Raymond White looks through clippings from Pearl Harbor era, when he was stationed there and fighting on the front lines.

WWII

Beating the greatest of odds

'What happened to me — it gives you faith in this old country'

Second of two parts

As American forces advanced island by island in the Pacific, Raymond J. "Peewee" White of Terre Haute and other prisoners-of-war in Shanghai, and then in camps deeper inside the continent, suffered increasing privations. When the Marines finally parachuted into the last camp in September 1945 to liberate these men, they found that about 700 of the civilian construction workers had survived the war.

WHITE

From the archives

Harris has been archivist at the Vigo County Public Library since 1978.

By Lois Harris
Special to The Tribune-Star

"In Yokohama we were separated from the Marines," White remembered. Nobody wanted us, not the Army, not the Navy. But the Navy gave us khaki — we were still in our prison clothes."

With the help of news commentator Walter Lippmann, who interviewed the unclaimed men, they were allowed to hitchhike back to San Francisco on the S.S. Rodman via Okinawa and the Philippines. When they reached California, the civilian workers were the last to disembark — by many hours. "We didn't question things," White said. 'We could wait. We shrugged it off."

With his family in Terre Haute scattered, White called his sister, Pearl, in Indianapolis and heard for the first time that their father, Edward J. White, an iron worker, had died in an automobile accident. White's five brothers were in the service, stationed in the East and overseas. His sister, Rose, was in Baltimore.

Arriving one evening at Union Station in Terre Haute on no exact time schedule, White didn't know where to go. As he picked up a pay telephone, he heard a man ask another man, "Is that Peewee?" White answered, "Yeah, I'm Peewee." It gave him "a funny feeling" to see one of his brothers and a brother-in-law standing nearby.

White found his niche at home. Like his father and brother, he became an iron worker and is still a member of Terre Haute Local 439. He worked in power house construction 24 years. He was married in 1950 and has three sons and two grandsons.

Community Affairs File

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TERRE HAUTE, INDIANA

His military service on Wake Island and his four years in a Japanese prison camp received no official recognition for 37 years. As a civilian he was ineligible for veterans rights. It was not until May 1981, with the persistent help of Congressman John Myers, that White was awarded an honorable discharge certificate from the U.S. Navy and three hard-earned medals. His case and others like it may have been resolved as the result of new government consideration of the status of civilians in overseas service following the release of the American hostages in Iran.

☆ ☆ ☆

We closed the scrapbook. I asked White how he feels now about his experiences and his relationship with the U.S. government. He was thoughtful: "It would have been better if I'd stayed at Gerstmeyer and finished school. My life would have been different. I've missed things."

As for the government, White was opposed to sending Americans into both Korea and Vietnam — areas he did not believe vital to American interests. But when he was called up for service in Korea, he checked in at Indianapolis. An examining physician took one look at his World War II records and got on the telephone. White was sent home at once.

While he sat musing, White suddenly brightened. He nodded his head knowingly — in sheer wonder. "What happened to me — it gives you faith in this old country — even if you get left. They came back."

GASOLINE DEALERS TO CHANGE HOURS

New Plan Will Have Nearly 100 Local Filling Stations Close Earlier Through Week.

WWII (WV)

At a special meeting held last Tuesday evening in the Hotel Deming to determine definite opening and closing hours for service stations in Terre Haute, approximately 100 gasoline dealers voted to operate between the hours of 7 a. m. and 7 p. m. from Monday through Friday, from 7 a. m. to 10 p. m. on Saturday and all day Sunday.

The new operating hours will go into effect on March 1 in the belief that this is one way in which gasoline service stations can cooperate with the national defense program. Another meeting will be held on April 1 and at that time the service station operators will vote upon the closing hours on Sunday.

Chairman of last Tuesday's meeting was Don Sink, who recently made a trip through sections of Illinois and Indiana visiting service stations that are operating from 7 o'clock in the morning until 7 in the evening, and discovered that it has been very popular. Mr. Sink learned that not only were expenses and maintenance costs reduced and gallonage increased, but the move has received support from the motorists.

A committee was organized to assist Mr. Sink at the next meeting and to further the move for shorter operating hours. More than 50 per cent of all filling stations in Terre Haute already have agreed on the new hours. It was decided by the committee that after this plan has been in effect one month, service station operators will definitely know whether the ho[illegible]s meet with the public's approv[illegible]

Community Affairs File

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TERRE HAUTE, INDIANA

Wars(WW) World War II Home

Wabash Valley citizens contributed to war effort

T S JUN 1 2 1983

Editor's Note: This is the third in a series of articles about life in the Wabash Valley during World War II. Written by Susie Dewey for the Vigo County Historical Society, the series is in conjunction with "Stage Door Canteen: A Salute to the U.S.O." set for July 2 in the Ninth Street Armory.

Some memories of World War II are unique.

After Pearl Harbor, men, women and children were involved in a total war effort.

Housewives were encouraged to save used kitchen fat and grease to be converted into glycerine for medications and explosives. The fats were to be strained into wide-mouth containers. Glass jars were not acceptable. To prevent odors from developing, the fat had to be stored in refrigerators or a cool place. When at least one pound was collected, the fat was taken to grocery stores or meat counters where the collector paid four cents per pound!

Terre Haute's tin can conservation program won national attention because it was unique in that the schools and school children were the chief agents. Pupils took a steady flow of cans to bins located at each public school. School trucks delivered the cans to a central depository. School superintendent George Carroll received high praise and commendation for the program that made young people vital to the war effort.

Cans were opened at both ends, labels were removed, and the cans were pressed flat, but not too flat, by foot pressure.

School children also took old or extra keys to school. The collected keys were sold for scrap and the Terre Haute U.S.O. received proceeds.

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Community Affairs File

Community Affairs File

Warsaw/World War II

Ts JUN 12 1983 Ts JUN 12 1983

Scarce goods were rationed during war

By Dick Tuttle
Vigo County Historical Society

Historical treasure

The historical treasure of the week includes a World War II ration book and ration tokens. The ration book, from the estate of Grace Compton Piety, was donated by Mr. and Mrs. L. E. Kester and Mr. and Mrs. Charles Hilton.

Rationing — a means of distributing goods, items, services on an equitable basis, according to needs and available supplies.

Rationing is usually applied during periods of shortages due to war or extreme economic situations. Such as the case during World War II, when severe shortages in consumer goods developed because of the demands of defense.

Rationing boards were established in counties, the number depending on the population. Vigo County initially had two such boards, independent on one another, completely staffed, and operated by a volunteer board composed of several business, financial and industrial leaders.

Among those serving on the boards were Stanley Stohr, Shannon Buntin, William Cahill, Forrest Sherer and many others. Willard Blockson ran the north board, Dick Tuttle the south.

There were two items placed on the ration list early in the war: tires and gasoline. And the black market flourished in these two items, although less in gas than in tires. People couldn't seem to understand why they couldn't buy tires when they were needed and on display in most tire stores.

Rubber was one of the basics on which the armed forces operated. Transportation was vital, and rubber was needed not only for tires but for tanks, ships, planes and trucks. When tires were needed, it was necessary to vist the ration board and get a permit to buy a new or recapped tire. New tires were largely reserved for trucks, buses, doctors' cars, tractors and farm equipment. Civilian consumers, Mr. and Mrs. John Q. Public, had to be satisfied with recaps, which were adequate if you had a worn casing that could be recapped.

Gasoline coupons were classed A, B, or C. The minimum quantity, the A coupon, entitled the owner to four gallons a week. The coupons came in books and were dated. The service station owner got only as much gasoline to sell as he had coupons redeemed. Oil companies had to account in the same manner.

Other items rationed included meat, particularly bacon and beef; most canned goods, sugar, shoes, woolens and coffee. Some items were rationed because of short supply — lack of workmen to work in the fields or unable to import from abroad. The latter was due to most ships being used to transport troops and materials to war zones.

The southside ration board was located in the annex of the Cruft School at Eighth and College. The northside board was in the TRW building, 120 S. Seventh St. Neither building was remodeled to meet the requirements of the ration board, the operation was adapted to the quarters.

During canning season, families needing more sugar for canning were allowed some extra quantities. The application was made to the board and approved under the regulations established by the Office of Price Administration (OPA) which was largely responsible for the rationing system. The War Production Board (WPB) also set some standards, such as rubber, and all industrial supplies.

As food quantities were somewhat limited because of the lack of farm manpower, many food items were rationed, others were not and were just hard to find. To alleviate the situation, those at home were encouraged to plant "Victory Gardens." Back yards and empty lots had flourishing gardens, with much of the produce canned for winter use.

One of the products to come out of the war was synthetic rubber. Some tires were made of this, but it lacked the toughness of rubber. Synthetic rubber is still in use today, to a lesser degree as plastics and other products have taken over many of the uses of rubber.

Most citizens lived with the rationing program, with some sacrifice. This was accepted as their contribution to the war effort. But the black market flourished in tires, cigarettes, hosiery (nylon went to war in a big way), and liquors. Alcohol was used in the manufacture of munitions, and bourbon and rye whiskies were in very short supply. When available, some retailers required the purchase of a bottle of very peculiar liqueur or an odd after-dinner drink before selling a bottle of whiskey.

Some of the conservation efforts to save tires, gasoline and autos (on which production had been suspended) included car pools, share-the-ride, bicycle to work, walk to work, and similar projects. Civilian auto mileage dropped one-third in a year after rationing started. Yet, the black market and theft of ration stamps from ration boards increased each year of the war.

There was little complaining. When neighbors were aware of someone apparently driving as usual and getting tires, it was often reported. From such reports, investigations uncovered theft rings and prosecution followed.

Loss of ration stamps, real or contrived, was a matter the boards considered and most often a period without stamps was sufficient to bring consumers in line. Extensive promotion programs by OPA and the WPB concerning all types of conservation and rationing acquainted the public with the problem and the value of cooperation.

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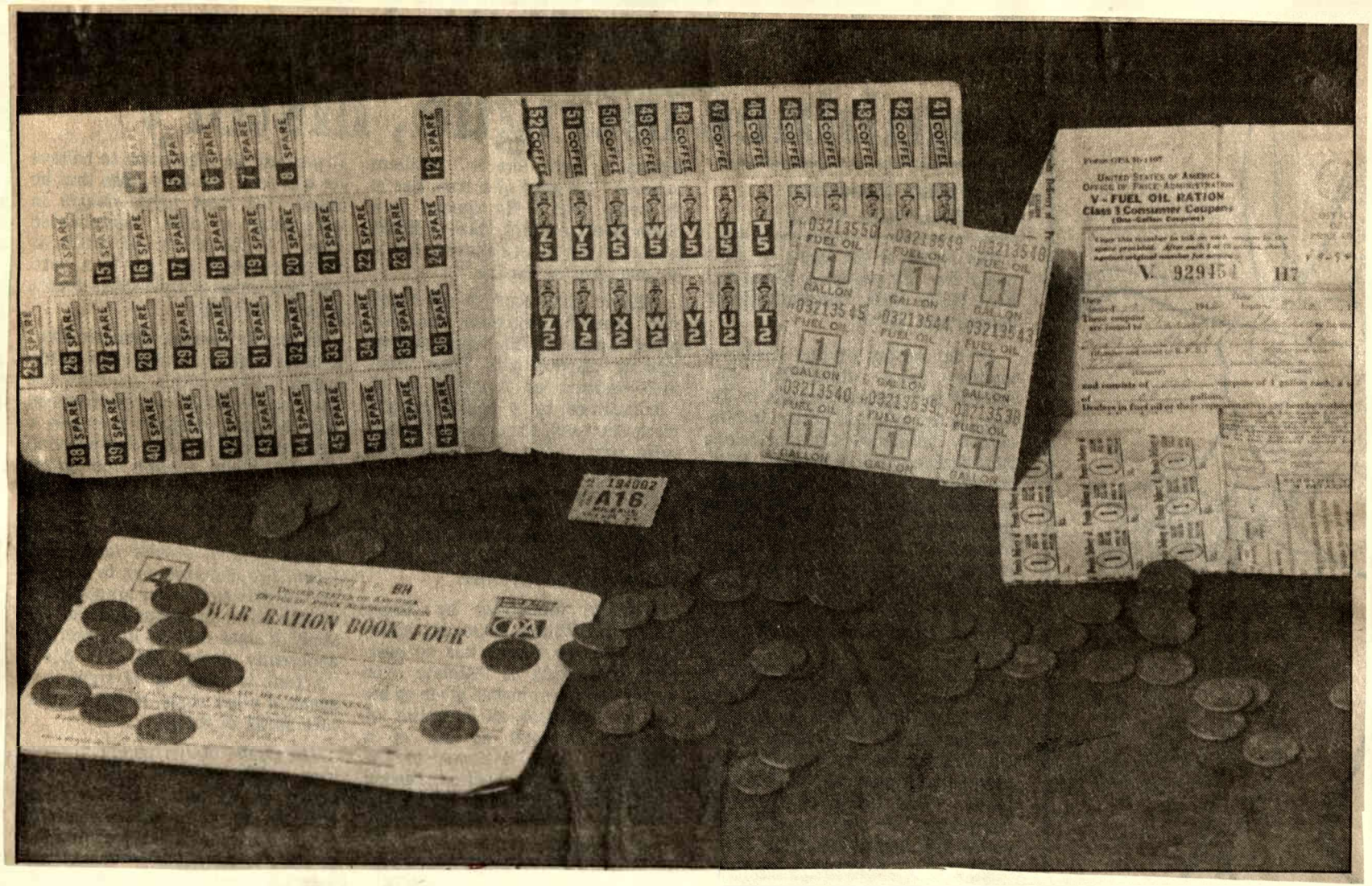
WAR RATION BOOK FOUR
UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION
V - FUEL OIL RATION
Class 1 Consumer Coupons
(One-Gallon Coupons)
FUEL OIL
GALLON

WWII

Tech's boys at war longed for hallowed halls

EDITOR'S NOTE: This is the first of four articles on letters that Vigo County World War II fighting men sent back to former schoolmates.

Between 1942 and 1945, many former students of Gerstmeyer Technical High School in Terre Haute — now soldiers, sailors and marines — were flung willy-nilly by World War II across the country and to North Africa, Europe and the South Pacific. Some quit school early to enlist. In retrospect, Tech was a hallowed refuge where they had nonchalantly spun out the final carefree days of their youth.

These former students — mostly 18, 19 and 20 years old — looked back more than a little wistfully on the golden days of "hopping" classes, holding hands in the corridors and beating Wiley at football — or trying to. Suddenly wise, they gave back gratitude and counsel to teachers and a new crop of students in return for their letters and the coveted school newspaper, The Anvil.

John Valle, last principal of Gerstmeyer High School, saved the men's letters after the school closed permanently in 1971. During the war years, Valle taught typography and headed the technical school's print shop where The Anvil was printed. The newspaper became a clearinghouse where addresses of servicemen could be posted and other information about them passed along to readers.

Besides romantic banter in columns like The Cats Meow and A Little of This and That, and detailed coverage of sports events, the wartime Anvil gave more sober news, too, about student efforts to support the boys in uniform. Items about war stamp and war bond drives, tin can salvage and scrap metal conservation brought enthusiastic responses from servicemen.

They wrote to the school's specially organized Technical Services Club under whose auspices the mail was sent to them, from training camps, hospitals and ships; from dugouts, deserts and cellars. They groped for words that would express their feeling of undying devotion to "dear old Tech."

With The Anvil in hand on some remote island, John Lawyer wrote, "Oh how I would love to be back in Terre Haute again under the Orange and Black! I wouldn't swap one yard of Tech campus for all the islands in the South Pacific."

Joseph Clark in Denver said receiving school news was "like getting a meal when a person is hungry. Gee! If I could get letters like your last one, I would be on top all the time."

From Missouri, Lloyd Pounds thanked Gerstmeyer for the "swell" letters. They were "the pause that refreshes. I seem to be back in my old routine, attending classes."

Falling under the spell of the news, E. R. Cottom confessed that "School seemed to be so boring, but now I realize those were the best days of my life."

Bill Edwards was greedy for more news, wishing he had "the next issue of The Anvil here in my hands," even before he had finished reading the one just received.

By his own admission not much of a letter writer, John Fuller was so eager to hear from "anyone back in Dear Ole Terre Haute," that he promised to answer all letters promptly.

Jimmie Wright, on a ship in the South Pacific, told of sitting on deck reading The Anvil "with my back to the rail. John Smith was passing by and saw the orange block at the left hand corner of the

From the archives

Harris has been archivist at the Vigo County Public Library since 1978.

By Lois Harris
Special to The Tribune-Star

Community Affairs File

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TERRE HAUTE, INDIANA

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newspaper. Thanks to The Anvil, Smith is the second fellow I've met from Terre Haute since my induction."

From the eminence of experience not age, like fond brothers, the servicemen imparted heartfelt advice to their correspondents still in high school.

"I wish I had gone on to college because it means very much, even in the Navy," said Manford Sampson, who wrote often. "Every young man should go to college if he can; it is one of the stepping stones to success in life."

Darwin Davis was self-appraising: "My spellings bad, my literature is poor and my English bad. Why? Well ,when I had my chance I was also dumb ... I am just telling you how a guy can pass up opertunities when he had them. I quit school and enlisted in the Air Force. Now there isn't any thing wrong with the army O No but just the same I can hate myself for not finishing school. I have two army technical school diplomas."

Robert McCommack sounded resolute: "I know that the first thing

that I will do when I get back home is to finish high school. You can appreciate what comes out of books after learning things from real experience. I can see that I passed up the best part of my life leaving school to join the service, but I have received a lot in return, too."

From somewhere in New Guinea, following the invasion of the Philippines and plenty of tough fighting, Bob Marchino made no bones about what he thought high schoolers should do. He was looking ahead to peace time: "I'd like to give you a little advice, fellows — DON'T QUIT SCHOOL ... We fellows out here are going to need you fellows to help plan the post-war future for us and that's just as important as fighting."

☆ ☆ ☆

In observance of the 40th anniversary of the end of World War II, a display of memorabilia from Gerstmeyer Technical High School — provided by John Valle — will be displayed in the Vigo County Public Library this month.

Wars (WW) WW II Tribune-Star Sunday May 19, 1985

Servicemen missed girls back home

Third of four articles

Not surprisingly, even more than football, girls were on the minds of the former Gerstmeyer Technical High School students fighting in World War II.

Romantic encounters that could be followed only by distance and danger intensified feelings, making relationships between the sexes all the more desirable.

As distance took its toll, one soldier wrote stoically to Gerstmeyer principal Guy Stantz, "I've been down here eighteen months, and just now I'm losing the grip on the girl I had hoped to marry. But don't you mind that, for I don't. I'd much rather see her happy now, than wait for the duration and the rest of the time I'll be spending in the army."

To avoid this kind of situation, Carl Nelson urged high school girls not to get engaged and gave them sensible advice: "It is a wonderful thing to be engaged, but not in times like these. Why not wait until the war is over so you can be close together instead of thousands of miles apart? No, girls shouldn't be engaged during war time. Wait!"

Others sought to reassure the girls back home. C. Schimmel wrote, "There are no girls or women here at all. So don't worry about your boy friends going with someone else."

Johnnie Patterson admitted he'd always had a good-looking girl, but now in Florida he didn't "even think about them because we have too much work to do!"

Off in New Guinea lonely George Dinkel thought about girls and suddenly realized their great value. A long poem he sent to the Technical Services Club contained the snappy couplet, "Whoever thought I'd miss the fems/ What's more, to rate them precious gems."

Lightly — he didn't sound really worried — William Lacey asked the students to trace down Mary Lou Soloman, "to see whether she's still wearing her diamond."

Charlie Varner, responding to a gripe in the newspaper about "a date without a car" advised, "It's much better than a date without either car or girl."

An unsigned editorial entitled "Pickups" appeared in the May 3, 1944, issue of The Anvil. High school girls "out for an evening of fun" have a problem that "starts with a smile or a low whistle of seeming appreciation," wrote the anonymous writer. The scenario for a casual encounter envisaged a marred reputation: "You know the boy you pick up isn't going to have come from such a nice family as he lets on or his training would be different. He wouldn't be with you, now, unless he had been properly introduced. A pick up soon becomes known to 'the gang' and from then on — watch your step! Don't accept pick ups, girls, and do be careful of your service men friends."

This tough-minded counsel caused hackles to rise! From Italy, William Fox complained, "PICKUPS sure makes us guys who are doing the fighting feel plenty low. You at home aren't having anything so hard, but believe me, we sure are. Instead of you folks helping, you are tearing down the men who are fighting for you."

W. R. Mann defended his buddies: "If you find any finer men in this world than my shipmates they will be in the army or marines and sure as he — not civilians," and concluded bitterly, "Maybe giving their lives while you young people learn all the dance stps and see all the latest movies or run up high bowling scores isn't enough for you. Possibly after the war you would have all the returning men put in a camp someplace where they couldn't molest your 'wolverines.'"

But Manford Sampson in the South Pacific treated boy-girl wartime etiquette with jocularity: "It's a great life, fellows, and nothing better than a girl in every port. Haven't got one in every port yet, but I haven't been in all of them yet. Give me time! How are you girls and the nylons getting along these days? Seems ages since I saw a nice set of legs and could whistle at them. You said it, 'I am a wolf.' You would be one too after spending months down here."

Bringing Gerstmeyer girls into formerly all-male bastions such as the machine and welding shops and courses in auto mechanics was not as controversial as prescriptions for dating — or not dating.

Jack Florence spoke for most of the men when he accepted these role changes as a patriotic duty: "Each girl should make the preparation to enter a vital defense position."

The idea was not startling to men who during training were seeing women take over some of the formerly male jobs. Thus, George Wrabel felt it was a good thing for girls to take shop courses "because down here in Florida we have quite a few women mechanics working in the hangers." Then, he was more mournful than critical: "I won't say how good they are because they naturally don't let us work with them."

Some men sprinkled sober opinions with a bit of levity. Carol Weaver wisecracked that with "girls in the shop the teachers probably will have their hands full, but it's a good idea because somebody has to make tools for us to fight with."

Manford Sampson had his usual complex reaction: "So the girls are goin' in for shop work and that sounds wonderful. But I'm still laughing. Tell them to watch out for the dirt and grease. Might spoil their looks but doubtful!"

Although like all the others he looked upon the entry of girls into shop work as temporary, Bill thought the idea "very swell. Us fellows here in the Armed Forces have learnt to take care of the house, cook, keep clothes clean, wash our own clothing, make beds, iron, sew and patch." It seemed only fair.

☆ ☆ ☆

In observance of the 40th anniversary of the end of World War II, John Valle has provided memorabilia from Gerstmeyer Technical High School for display in the Vigo County Public Library this month.

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By Lois Harris
Special to The Tribune-Star

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Looking b

Compiled by Helen J.
Special to The Tribune

50 years ago this

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Genealogy

Community Affairs File
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By Dorothy J. Clark
Special to The Tribune-Star

The records of Accomack County range from 1632 to 1715; those of Northampton County, 1632 to 1852, dau of Velanea July and Jacob Malson. Contact: Roberta E. Yates, 36634 S.E. Tracy Road

Fultz line back to Rev. War. Contact: Dorothy Fults-Or-delheide, 2803 E. Amherst Ave.

Wars (WV) WW II

Community Affairs File

Hello, Dear Teacher

Homesick servicemen fondly recalled school

Last of four articles

From the archives

Harris has been archivist at the Vigo County Public Library since 1978.

By Lois Harris
Special to The Tribune-Star

Writing from their stations during World War II, former students of Gerstmeyer Technical High School easily expressed respect and fondness for their teachers.

Albert Allen noted, "Miss Wall is still having trouble with late comers ... say hello for me."

Franz Layer acknowledged that but for Miss Wall's "stern grip I wouldn't be doing so well now."

Richard Sullivan wished he were back in one of Mr. James' classes: "He's not quite as dangerous as the Japs."

Levi Gambill was willing to take the teachers back at their worst: "Boy, it sure would be a relief and an easy job just going to school and having to put up with some of those cranky teachers instead of this Navy life."

Manford Sampson sounded strangely out-of-character: "If I ever wanted some good advice I always went in to see Mr. Adams. Seems like he is just full of it and will listen to any problem and when you leave his office you always feel better."

When F. Debney heard that Miss Foster, head of the English department, had resigned, he wrote, "I was one of her students. I might write her, except that my composition of letters is lousy." Many others were diffident, too, about writing to an English teacher.

Splattered through all the letters are greetings to Mrs. Wood, Mr. Davis, Miss Locke, Mr. Royer, Mr. Wampler, Mr. Cottom, Mr. Mayfield, Mr. Briggs, Mr. Halberstadt, Miss Price, Miss Vaughn, Miss Van Ulzen, Mrs. Posey, Miss Jacob, Mrs. Records, Miss Valentine.

The servicemen were often silent about their new environments and their war experiences. Information concerning their whereabouts and training, and, of course, concerning any battles they were involved in, was subject to censorship. Most did not invite the censor's knife. Still, sharp impressions of improbable places and unlikely occupations are etched into their letters with feeling and economy.

Bob Liggett was stationed at Bing Crosby's famous race track in Santa Anita: "I'm living in one of the stables now. After so much rain, I can understand why Bing's horses never won a race."

Clifford Webb, on an island in the Pacific, was lyrical: "All around us are mountains burrowing their heads into the fleecy clouds that have gathered around them. For the first time we are seeing eucalyptus trees, lizards I've never seen the like of. In the swamp at the foot of the hill where our tents rest, you can hear giant bull frogs croaking away into the night."

Not so enchanted was Dick Kline who wrote from the Panama Canal Zone: "I don't care for the jungle at all. This fertile soil sure must be good for the animals and pests — spiders, ticks, mosquitoes, snakes. The ants are big enough that you can hear some of them walk and when they bite they carry off at least a pound of flesh."

In a cooler climate, Mose Malooley had helped build the Alcan highway in Canada and found life "no bed of roses. Work mostly went on 24 hours a day, seven days a week. We slept on the ground, lived in pup tents and kept on the move every day, often wading in waist deep mud to accomplish our mission. And we did it; no wonder every boy is proud of himself. He has a right to be."

Johnny liked being a bugler, and he could "thank Tech for that because I learned to play a trumpet in the school band."

George Rector had also learned his trade at Tech. Aboard the U.S.S. Hunter Liggett, he was the ship's printer, and "hoping to make a printers rating before long."

No trade he learned in high school helped Chuck in New Guinea express what he felt on an island in the Pacific: "Was sorta busy the last few weeks. In fact was

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Community Affairs File

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TERRE HAUTE, INDIANA

in on a landing a few days ago. So now I will say a little about it. There were plenty of fireworks, just like the 4th of July, only this was the real thing. Fellow has a funny feeling inside when you are on your way to make it. I can't explain it. I wasn't scared but a little nervous ... I have a deep foxhole."

Man-of-the-world Manford "Sammy" Sampson switched abruptly from talking about good-looking French girls to describing an assault on North Africa where "I saw ships torpedoed and sunk, airplanes crash, and men die. I saw more than a person could write and I'm ready to go back for more. This is a tough life and no pleasure trip. It is made up of men who do a great job and I'm sure glad I'm part of it."

Earl Johnson felt just as necessary as Sammy as he learned to be a cook and a baker: "I may not be able to do any fighting, but I'll have a part in it by keeping the soldier fit and in a fighting mood by helping his stomach along."

Most of the servicemen were seeing the world for the first time; inevitably they compared other states with Indiana.

During training, Don Peters was in Florida, Illinois, Texas, Missouri and California "long enough to know something about them, but there is no place like home."

Charlie Varner noted, "Hawaii isn't bad, but Indiana is a good deal better."

For all their loyalty to Tech, Terre Haute and Indiana, these men were taking in all they could of the sights around them. Glenn Myers exulted, "My record in miles covered has carried me a long way. It would have cost me a fortune to have traveled around on a pleasure trip like I move around. Boy, I love it, though."

Thayer Klusmeier, in Hawaii, found the fishing and swimming "swell" and reported "lots of fellows would like to live out here after the war." And Richard Bruce wrote from Colorado, "The country is beautiful here. Some day I would like to settle down out here."

However much the men were anticipating a future life of increased mobility and the opportunity to sink roots in places that had been only names before the war, Bob Tacker said what was on everyone's mind in the fall of 1945: "Well, as you guys and gals all know, the war is over. We are asking the question, 'When are we going home?'"

MASH unit reunion set in Terre Haute

Soldier (1th)

T JUN 30 1979

By CAROLYN TOOPS
Tribune Staff Writer

They're coming to Terre Haute from places like Tompkinsville, Ky.; Bryn Mawr, Pa.; Kittery Point, Me.; East Wolfeboro, N.H.; Cat Spring, Texas; San Francisco, Calif.; and Nokomis, Ill., for a very special reunion on Aug. 10, 11 and 12.

Loren Butts and his wife Lou are putting it all together for the biennial reunion of the 48th Surgical and 128th Evac Unit, whose members served together for 31 months during World War II in the North African, Sicilian and European campaigns.

"It was a 'MASH' unit before that term was invented," Butts explained, adding that "it was exactly like you see on the television show, but without the foolishness."

"A likely story," Lou comments.

Their unit was close knit and "just like a family," Butts said. The enlisted men held their first reunion about five years after World War II ended, and more recently officers and nurses have been attending.

Butts "volunteered" to be host for the reunion after he retired as a supervisor for the post office. Now he's concerned that the gasoline crunch may cut down on attendance, though initial response has been good.

By no means will the veterans recreate a tent city like they knew only too well. The Holiday Inn is headquarters for the reunion.

Butts was one of a few who joined the 48th not long before it embarked. He worked on the administrative side, where his typing and shorthand skills came in handy.

The 48th went overseas as a World War II mobile surgical hospital, Butts explained.

"The heirarchy decided there was a better system and re-organized into the 128th Evac during the Sicilian campaign," he said.

"We operated five miles behind the lines, and every time the line moved, we moved, taking the wounded from ambulances. Unlike Vietnam and Korea, there was a line," Butts explained.

Someone You Should Know

"We gave whatever surgery was necessary to get them moving back and kept them only as long as necessary," he said.

The unit's records showed 52,000 patients treated, with 21,200 receiving surgery, with a post-operative mortality rate of 1.08, Butts noted. One surgeon operated on chest cases for 36 hours straight, Butts recalled. Of the 50 doctors in the unit, 40 were specialists in different types of surgery, he said.

"We had more patients from the Battle of the Bulge in the shortest time," Butts remembered, recalling also the 25 below zero temperatures.

The 48th made three beachhead landings — Utah Beach in Normandy on D-Day plus four, North Africa and Sicily.

All that, and more, is recorded in the unit's 41-page history compiled from diaries.

Ernie Pyle was one of many war correspondents who visited the 48th frequently when he was with an infantry unit behind the First Division, Butts said.

Gen. George Patton had his general headquarters about a quarter of a mile from the 48th all through the war and also "came to the hospital to get a bath and a good meal," Butts recalled.

Lt. Col. John M. Snyder, director of surgical operations, is the highest ranking officer of the 48th-128th planning to attend the reunion. He recently retired as chief surgeon of a Philadelphia hospital and is working on a book about the "MASH" unit, Butts said.

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Community Affairs File

Soldiers (48th) THE TRIBUI

PLAN "MASH" BASH — Loren Butts and his wife Lou will be hosts for an August reunion of Loren's World War II "MASH" outfit, the 48th Surgical and 128th Evac, in Terre Haute. Members served together for 31 months in eight different campaigns. Most of the members knew famed war correspondent and author Ernie Pyle, who was a frequent visitor to the unit. A highlight of the reunion will be a trip to the Ernie Pyle State Memorial in Dana.

VIGO VICTORY ROUND-UP

A Daily Summary of Civilian Defense Activity of Importance to All Citizens

WW II (WV)

—Released by the Vigo County Civilian Defense Council—

SUGAR RATIONING ON.

All reports to the contrary notwithstanding, sugar rationing is just around the corner for Americans and the machinery is being established as quickly as possible, the Vigo County rationing board has been notified by special bulletin from Donald Nelson's headquarters in Washington.

Some of the materials are beginning to arrive here, and they are being sent to County Clerk Catherine Fee who is a bonded official. The school teachers, who earned further defense assignments by the efficiency they displayed in the launching of selective service registration, will be the main recording officials but the details have not yet been released.

Some hints as to the form of sugar rationing, however, are contained in the new wartime magazine of the U. S. Office of Education, "Education for Victory," which is following the matter closely because of the natural interest of teachers in the procedure which they will be expected to carry out.

The registration of trade outlets and consumers for sugar will be accomplished during two-day and four-day periods, as follows: Trade, April 28 and 29; consumer, May 4-7. The sugar registration will be done, according to this source of information, in the nation's 245,000 elementary and high schools.

State rationing administrators have been directed by the Office of Price Administration, the Leon

Continued On Page 5, Column 5.

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VIGO VICTORY ROUND-UP

Continued From Page One.

Henderson agency, to instruct their county and local rationing boards that if the hours from 4 to 6 p. m. and from 7 to 8 p. m. on the four days set aside for the consumer registration are not sufficient to enable schools to handle the registration in their districts, then the county or local rationing board should act with the consent and cooperation of the superintendent of schools to extend the registration days and hours as needed and if necesary, possible and desirable to close the schools and use schooltime for the registration.

Community Affairs Files

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Wars (W.V) –
World War II

Ts JUN 5 1983

War workers filled the Wabash Valley

Wars (W.V) World War II

Editor's Note: This is the second in a series of articles about life in the Wabash Valley during World War II. Written by Susie Dewey for the Vigo County Historical Society, the series is in conjunction with "Stage Door Canteen: A Salute to the U.S.O." set for July 2 in the Ninth Street Armory.

Terre Haute teemed with workers during the World War II years. Buses, restaurants, bars, shops, and streets were crowded at all hours...for Terre Haute was the focal point of three large ordnance facilities. Not only were thousands of civilian and military personnel needed for actual production, but an equal number of construction workers built and maintained roads, buildings and railroad spurs.

The area was remote from both coasts and was considered "attack proof" during World War II. As the closest city to these three plants, Terre Haute supplied food, clothing, shelter and recreation for the workers.

The Wabash River Ordnance Works, located two miles south of Newport on Indiana 63, was directly across from the Vermillion County poor farm. In January, 1942, construction began on a hospital, cafeteria, guard barracks, and administration building, as well as facilities to manufacture high explosives. Twenty to thirty thousand construction workers, all with tags on their caps, worked in this top secret area.

Heavy traffic on bridges and roads kept repair crews on perpetual duty. Farm houses advertised box lunches for sale for workers. Carl Meyer of Clinton developed a brown bag business that sold thousands of lunches daily.

South of Terre Haute construction began on the Vigo Ordnance Plant in April, 1942. Twelve square miles of land, which is now owned by Pfizer, Inc., contained bunkers for shell loading and munitions preparations. Local people were employed whenever possible. Thousands of skilled and unskilled workers rode special buses from downtown Terre Haute every day.

Northeast of the city, the Terre Haute Ordnance Depot, now known as the Tumpane property, or industrial park, on North Fruitridge Avenue, served as a munitions storage point to connect manufactured goods to the U.S. Army. Although the site was shrouded in secrecy and mystery, passers-by could see large cartons being moved from trains, warehouses and trucks.

Civilian Civil Service employees and military personnel manned telephone switch boards which received the requests for defense materials at the Terre Haute Ordnance Depot. Thousands of women were employed in the offices and warehouses. Doodle bugs and fork lifts moved among the sprawling warehouses and railroad tracks on a 24-hour schedule.

In addition to these large military installations, 14 other plants in the Wabash Valley area were listed on war production lists.

In Terre Haute, housing was scarce, restaurants were always full or sold out, and buses bulged with workers. Defense workers filled the valley during the World War II years, as the community played an important part in winning the war.

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Community Affairs File

Wars (WW) Word War II

Metro

Terre Haute Tornado flying into history

By Howard Greninger
Tribune-Star Staff Reporter

The plane's bombs had just been dropped on a site in northern France where Germany launched its V-1 bombs during World War II.

That's when Robert E. Wilson felt a bump. Flak damaged his plane's left engine, shutting it down.

The Terre Haute Tornado was losing altitude.

"We went from 12,000 feet down to 4,000 feet before we finally got it under control," Wilson said.

On just one engine, Wilson piloted the B-26 medium bomber named after Terre Haute to safety.

"We came in at the level of the buzz bombs [Germany's flying V-1 bomb], and came at the air strip at about 100 feet. We had to circle around to land and made a pretty good landing for what we went through."

When Wilson landed, he learned his co-pilot, Johnnie K. Havener had been shot through the back of his heel. "He didn't want to tell me," Wilson said. "He said I had enough on my mind."

Two photographs of the bomber were unveiled during a dedication Friday in the west wing of the Vigo County Courthouse. The photos are all that remain of the plane that flew 114 combat missions with the 497th Bombsquad of the 344th Bomb Group 9090. It was the lead aircraft in 90 percent of its missions — all in the European Theater as part of the 9th Air Force.

The memorial is a result of efforts by Michael Grover, a local World War II aviation historian. Grover saw the plane while reading a book by Havener. Grover is planning a larger display next summer at the Vigo County Historical Museum.

The plane was named by Havener for Wilson, who was from Terre Haute. "He thought of the Terre Haute Tornado and we just decided on it," Wilson said.

The plane flew its first mission on March 8, 1944, with its final mission April 5, 1945.

The aircraft was scrapped at Landsburg, Germany, in the fall of 1945. "They blew up the plane and that was the end of the Terre Haute Tornado," Wilson said, as he eyed a photograph of the plane after the dedication. "We were still carrying bombs when that photograph was taken," he said.

During its career, the Terre Haute Tornado concentrated on "no-ball targets," the code name for the V-1 sites, and on bridges and railroad tracks.

"Those three things took all our time," Wilson said.

Although the deadly fates of most bombers was caused by fighter planes, Wilson said he doesn't recall too much trouble from enemy fighters when he flew. Yet he does remember heavy artillery flak.

"Fighters didn't bother us," he said. "They didn't bother the mediums, occassionally they would, but they were mostly after the B-17s and B-24s."

Wilson, 72, flew 52 missions in the plane. He was born in Indianapolis, but lived in Terre Haute when he entered World War II. He now resides in Carmel.

"It's good to come back and tell everyone about it," he said. Of the seven crew members of the plane, four are still alive. Wilson said the group keeps in contact and will see each other this fall in Las Vegas.

Officer: Firing unfair

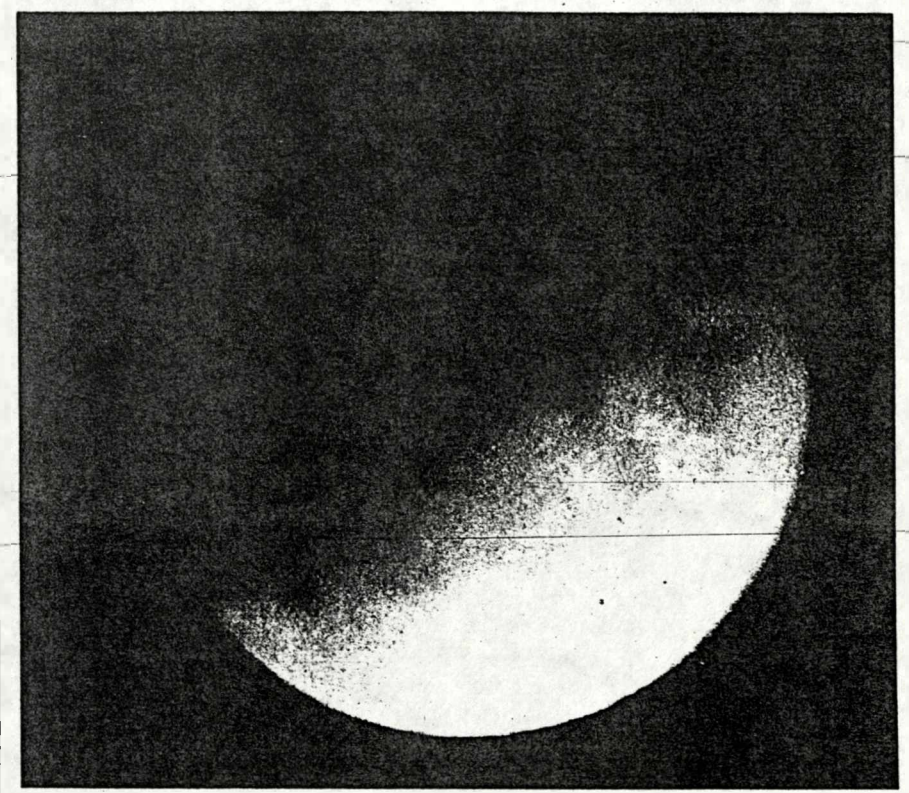
Frye should appeal dismissal

By Howard Greninger
Tribune-Star Staff Reporter

Vigo County's equal employment officer believes Bernie G. Frye, a former employee of the Vigo County Planning Department, was dismissed unjustly and should appeal his case to the county commissioners.

Equal Employment Officer Carolyn S. Spence submitted her written decision to the Vigo County commissioners on Monday. Spence made the determination after interviewing Frye and William W. Price, executive director of the Vigo County Area Planning Department.

Frye, a former general planner and acting director of Area Planning, was fired by Price in



Tribune-Star/James C. Wallace II

Chalos backing tax abatements

Construction good, mayor says

By Dick Robinson
Tribune-Star Staff Reporter

A resolution to grant tax abatements for residential construction in Terre Haute eventually will be adopted, despite some opposition that prevented it from being introduced last week to the City Council, Mayor P. Pete Chalos said Monday.

The announcement of council President Brian Conley, D-5th, that he intended to introduce the proposal initially was heralded as a good idea by local developers, real-estate officials and the city administration.

The idea was dead on arrival at the council meeting, because state law prohibits the approach recommended in Conley's resolution.

A major stumbling block was that the entire city couldn't be designated an economic-revitatization area for the purpose of granting tax abatements, as had been proposed. The council must target selected areas that would be work building homes."

Terre Haute attorney Richard Shagley, who regularly appears before the council with tax-abatement requests for industrial firms, voiced his concern about the resolution. Shagley urged caution, because the proposal could erode the tax base.

Chalos won't buy Shagley's assessment of the proposal. "Would you rather have a house or a vacant lot?" the mayor asked. "There are some people who would rather the lots stay vacant so some guy can make a statement like that."

Conley has not been as optimistic about the resolution's fate as Chalos is. Saying the council wasn't good at targeting areas, Conley said the chances of passage are slim.

A revised resolution will be copied after legislation adopted in other cities. "We haven't reinvented the wheel since I have been office," Chalos said.

Anderson has a similar measure. The year after its adoption, 166 single family dwellings were built

Terre Haute Tribune Friday April 17, 1992 pB1 Wars(WW) World War II

Man gets 12 years for robbing former boss

Charles M. McGowan, 29, formerly of 1529 Woodley Ave., was sentenced Thursday to 12 years in prison for his part in the robbery of a man at knifepoint Oct. 3.

Judge Dexter L. Bolin Jr. handed down the sentence as part of a plea agreement, under which McGowan admitted the crime.

McGowan is a former employee of Party Time II tavern. The victim of the robbery, Forrest Brown, 67, is McGowan's former boss.

Brown was confronted in the driveway of his Route 51 residence by McGowan and another man — both wearing ski masks — about 1 a.m. Oct. 3. The robbers tied Brown's hands, robbed him of $820 and dragged him into his barn.

The robbers covered the victim with plywood before fleeing in a car.

Scott Taylor, 21, has pleaded guilty in connection with the crime in a separate agreeement and will receive six years if Bolin accepts that agreement.

McGowan, who said he was on parole from the Department of Correction at the time of the robbery, told the judge he robbed Brown as a way of collecting a debt and because McGowan was drunk.

As part of the agreement, Bolin will recommend to the Department of Correction that McGowan not serve his time in Westville Correctional Center.

McGowan's attorney, Christopher Gambill, told the judge McGowan was a victim of violent acts when previously serving time in Westville.

Altrusa Club receives award at recognition dinner

The Altrusa Club was awarded the second annual Edward N. Howard Literacy Award at the Wabash Valley Literacy Coalition Tutor Recognition Dinner earlier this month.

The speaker of the evening was a man who began as a learner with Altrusa and has progressed to tutoring a student of his own. Steve Mount told of his struggle with learning to read as a child, how it affected his life as an adult and how, with his wife's encouragement, he contacted Altrusa.

Mount's wood carvings are on display in the lobby of Valley Bank at Wabash Avenue and Fourth Street. They can be viewed during banking hours through April 24.

The literacy award was instituted in memory of Edward N. Howard by his wife. Howard was a former director of the Vigo County Public Library and a leading citizen of Terre Haute; he died March 25, 1990. It was his vision to offer information "as the raw material for learning, for acquiring knowledge and forming informed opinion."

At this time 64 Altrusa members are active tutors teaching reading skills to adults on a one-to-one basis and touching the lives of many. Eva Hopp, who has chaired Altrusa's tutoring committee the entire 12 years of its existence, accepted the award, an engraved plaque that is on display in the Lifelong Learning Center of the library. The Edward N. Howard Fund also donates a monetary award to the Literacy Coalition in the name of the year's recipient.

Chris Schellenberg, treasurer of the organization, said the area literacy organizations hope to reach some of the 20,000 adults in Vigo County alone who are in need of literacy help.

Throughout Indiana there are more than 1 million adults over 25 years of age who have not graduated from high school. Yet four out of five jobs of the future will require post-secondary level skills.

Terre Haute Tornado memoralized by library display

A display at the Vigo County Public Library will provide a tribute to local military history.

The display memorializes the Terre Haute Tornado, a B-26 Marauder that was flown on bombing missions over Europe during World War II. It was named the Terre Haute Tornado by 1st Lt. R.E. Wilson of Terre Haute to whom the aircraft was assigned. J.K. Havener was the co-pilot of the aircraft, which was demolished in 1946 into scrap.

Mike Grover, a local aviation history buff, has lent books, photographs, and articles about the Tornado for the display at the library, at Seventh and Poplar streets. Some of the material was furnished by Havener, who has written two books about aviation and numerous articles for aviation magazines.

Havener flew 68 combat missions, was awarded the Distinguished Flying Cross, Purple Heart, Air Medal with two silver and two bronze oak leaves, and the ETO medal with five battle stars.

The bomber flew 114 missions, 90 percent of which were as a lead aircraft.

The display will remain in the library through April 24.

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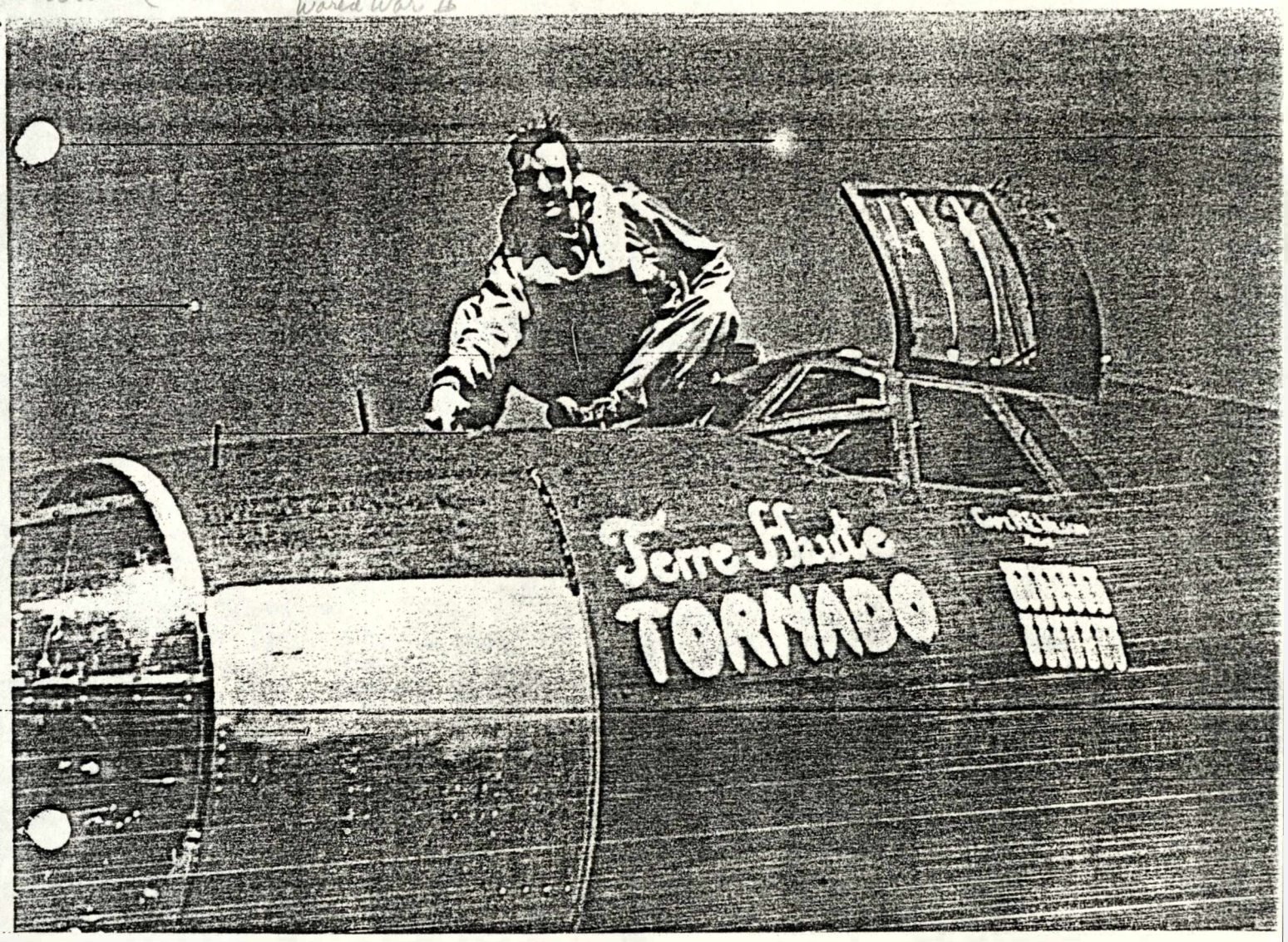


From the Martin Aircraft Co. production line to demolition as scrap after V.E. Day. The life story of a B-26-B50 Marauder *during World War 2.*

Ingot to Scrap Pile—Full Cycle

By Lt. Col. J. K. Havener, USAFRes.

"What a disgraceful way to go!" These were my words after watching a newsreel in March of 1946 showing the demolition of surplus B-26's at Landsburg, Germany. The camera stopped in front of one ship being stripped of equipment prior to the attachment of dynamite packs to the wing roots for separation from the fuselage. I recognized the airmen removing the radio gear as members of the 497th Bomb Squadron, 344th Bomb Group as the camera panned to the left and showed the "nose art" name to be the *Terre Haute Tornado*.

Rising up in my seat, I exclaimed, "That's my ship!" and much to my wife's embarrassment, continued to moan, "Oh no—Oh no!" throughout the balance of the newsreel. Needless to say, I didn't enjoy the feature picture that followed. After flying in that aircraft for some thirteen months it

was quite a shock to see her pushed up into a scrap heap by a bulldozer.

After learning just recently that the Air Force Museum at Wright-Patterson AFB has finally acquired a Martin B-26 from France for its static display, after all these years, I thought it would be timely to document the history of one such aircraft.

THE BEGINNING—SOMETIME IN 1943

Aircraft serial number 42-95906 rolled off the Martin Aircraft Company assembly line in Baltimore, Maryland as a B-26-B50 model. After Army Air Force acceptance she was ferried to Hunter Field, Savannah, Georgia. In January of 1944 she became part of the 497th Bomb Squadron, 344th Bomb Group (Medium) assigned to 1st Lt. R. E. Wilson from Terre Haute, Indiana.

I was co-pilot on Lt. Wilson's crew and we had just moved to Hunter from Operational Training at Drane Field, Lakeland, Florida. We were to check out the new aircraft during the staging period, draw combat equipment and depart for England, flying over the south Atlantic route.

After some electrical difficulties (resulting in the prop running away numerous times on the right engine) were corrected we moved on to Eglin Field, Florida to run fuel consumption tests with the addition of auxillary fuel tanks installed in the bomb bay. During these tests she experienced brake failure and the trouble was traced to hydraulic fluid starvation caused by a cleaning rag left in the accumulator sometime previously. After the tests were completed we moved on to Morrison Field, Florida for overseas processing.

23 JANUARY 1944

Took off for England with overnight stops at Borinquen Field, Puerto Rico; Atkinson Field, British Guiana; Belem, Brazil; Natal, Brazil; Ascension Island; Roberts Field, Liberia; Dakar, French West Africa; and Marrakech, French Morocco. The ship performed beautifully all during the trip and, while waiting some twenty-one days at Marrakech for the weather to break for the final hop to England, we decided to name her *Terre Haute Tornado* after the pilot's home town.

20 FEBRUARY 1944

The longest leg of the flight overseas, from Marrakech to St. Mawgan on Land's End in England, consumed all the fuel on board and her engines quit from fuel starvation just as she turned off the runway onto the taxi strip. Landfall was made in the late afternoon in rain and low visibility.

22 FEBRUARY 1944

She arrived at her base in Essex — Stansted-Mountfichet aerodrome — and was met at the hardstand by the bombardier, 1st Lt. Roy E. Humes of Waco, Texas. Roy had come over with the advance ground echelon, by sea transport, and due to our hold up in Marrakech had arrived in England well ahead of us. Before the engines had stopped he was yelling that Wilson had been promoted to Captain and was now a flight leader. Old "leather lung" Humes had the distinction of being the only bombardier in the 9th Air Force who didn't need to use the throat mike to communicate with the pilot.

8 MARCH 1944

After combat training and navigational familiarization with the English countryside the Tornado flew her first combat mission, carrying eight 250# general purpose bombs, striking an airfield at Soisterberg, Holland.

26 MARCH 1944

She led a flight of the 344th on the anniversary mission to the Ijmuiden, Holland submarine pens, dropping four 1000# semi-armor piercing bombs. Moderate to intense accurate heavy flak was encountered in the target area but no damage was sustained.

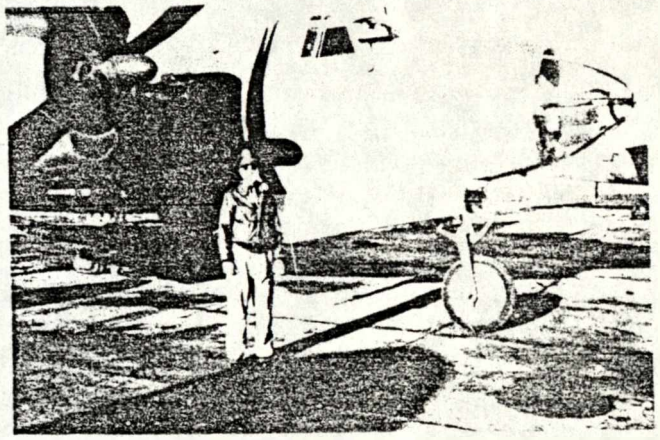
MARCH TO JUNE 1944

She racked up 31 missions as a flight lead and deputy group lead aircraft on raids over enemy-occupied France, Belgium and Holland hitting Noball targets (V-1 flying bomb sites), airfields, railway yards, ammunition and fuel dumps, bridges and gun positions surviving three emergency landings due to battle damage from flak.

One of the hairiest of these emergencies occurred on the 23 April mission to the Hourinjhem "buzz bomb" site in the St. Omer, France area. Two of the eight 500# composition "B" bombs failed to release properly and wedged in the bomb bay. Efforts by radio gunner Staff Sgt. R. C. Sanders, from Cedar Rapids, Iowa, to kick them out were to no avail and the entire crew began to sweat as the nose fuse propeller vanes windmilled in the slipstream turbulence of the open bomb bay.

Holding his position in the formation, Capt. Wilson instructed the bombardier to go back and see what he could do. Humes hung down from the inner bomb rack and unscrewed the fuses from both ends of the bombs and, with the help of Sanders and engineer gunner John E. Skowski, from Pittsburgh, Pa., lashed the bombs to the bomb racks just in case they should jolt free from some of the flak bursts that were bouncing us around. Because of the narrow confines of the bomb bay area, the men securing the bombs wore no parachutes during the operation.

After the bombs were secured the doors were closed and the flight back to base was uneventful until we were making the final approach and found the flaps inoperative. To top it off the brakes were out also. We had been told these composition "B" bombs could explode, without a fuse, if impacted sufficiently, so Wilson cut back the left engine and jazzed the right, executing a perfect groundloop just short of running off the end of the runway. A short session of ground kissing by the crew followed immediately thereafter.



Author with new B-26 at Hunter Field.

Crew of the Terre Haute Tornado. In window is Capt. R. E. Wilson, pilot. Standing left to right: 2nd Lt. J. K. Havener, co-pilot; 1st Lt. John T. Preston, navigator; and 1st Lt. Roy E. Humes, bombardier. Kneeling (from left): SSgt. J. E. Smith, top turret gunner; Sgt. John E. Skowski, engineer-gunner; and SSgt. R. C. Sanders, radio-gunner.

D-DAY 6 JUNE 1944

The 344th bomb group had the distinction of leading the entire 9th Bomber Command on the first mission of the day and the Tornado flew deputy lead in the first flight to hit the coastal guns on the Cherbourg peninsula at St. Martin de Varreville near Quinesville. The pre-dawn take off was followed by bombing the target at 3500 ft. altitude with sixteen 250# bombs. The Krauts were taken by surprise and the anti-aircraft fire was at a minimum. The worst encountered was from the battleship Texas which evidently didn't expect us to be coming in at that altitude. When she finally recognized us the firing ceased.

20 JUNE 1944

While bombing a Noball target in the Pas de Calais area at Prouville she had her left engine and right rudder cable shot out by flak approaching the I.P. The only purple heart awarded any member of her crew during her entire tour of duty was picked up on this mission when a small chunk of flak, from the same burst, went through my right ankle.

Capt. Wilson maintained formation until "bombs away" and then dropped out to feather the engine and head back to England. Since he couldn't keep up with the formation, on one engine, he maintained a gradual descent all the way back to a successful landing on the RAF emergency field at Manston. Maintaining lateral control with the trim tab kept Wilson's right arm pretty busy and he figured he must have ground the equivalent of fifty pounds of coffee cranking that thing on the final approach alone. 1st Lt. John T. Preston our navigator, from Pensacola, Fla., did a masterful job of directing us around flak gun concentrations. Luckily no fighters jumped us as we'd have been a sitting duck.

19 JULY 1944

The Tornado led a flight of six aircraft in the bombing of a railroad bridge on the Loire River at Les Ponts de Ce near Angers, France which was rated as the most accurate bombing of a bridge for the entire 9th Air Force, up to that time. Strike photos of this mission appeared on the cover of *Air News* magazine for October 1944 and sequences of the bombing photos were featured in a Paramount newsreel and a *March of Time* short shown in the States during December 1944. Four 1000# demolition and one leaflet bomb were dropped from a 10,000 ft. altitude on a sixty second bomb run.

(Continued to page 51)

J. K. Havener flew as a pilot with the 497th Bomb Sq., 344th Bomb Group, in Europe from 1943 to 1945. Completing 68 combat missions, he was awarded the Distinguished Flying Cross, Purple Heart, Air Medal with two silver and two bronze oak leaves and the ETO medal with five battle stars. Havener is a lieutenant colonel in the Ready Reserve as a mobilization designee with the Defense General Supply Center, Richmond, Va. He also is a U.S. Air Force Academy Liaison Officer Coordinator for middle and west Tennessee. Havener is a materials controller with International Harvester Co., at the Memphis, Tenn., plant.

INGOT TO SCRAP PILE:

(Continued from page 43)

1 OCTOBER 1944

After piling up forty-nine more missions as a group lead aircraft in direct support of Patton's Third Army, hitting gun positions, strongpoints, tank marshalling areas, ammunition and fuel dumps, road junctions, troop concentrations and bridges she moved, with the group, to station A-59 at Cormeilles-en-Vexin, France. This airfield had been used by the Luftwaffe and a few months previously the Tornado led a flight in an attack on the maintenance installations. Ironically, the officers of the 497th squadron were billeted in semi-underground huts formerly occupied by Luftwaffe anti-aircraft gun crews who had made it pretty hot for us on the mission mentioned.

12 DECEMBER 1944

Her 86th mission could have been the last. The target was the fortified town of Hellenthal just southeast of Aachen, Germany. Weather conditions called for a PFF (Pathfinder) mission. I was first pilot that day carrying a new replacement pilot as co-pilot for a combat orientation ride. His orientation was pretty complete by the time we touched down again!

As so often happened, we cussed the Pathfinder ship for leading us through so much soup. Many of us hated the weather as much as the flak. The target was completely covered by clouds and the bomb run was made through a cloud layer. Evidently the PFF equipment malfunctioned because we got the signal not to drop and the Pathfinder took off.

The Jerries weren't bothered by clouds as their 88's were popping those bursts of six right on us. Herding an eighteen ship box through a cloud layer while trying to do evasive action can get pretty sticky so the formation leader signalled for a climb through the overcast procedure. This involved splitting up into three ship elements and penetrating at pre-determined headings and intervals.

We were flying number two position and had just begun the climb when ice began to form on the leading edges of the wings and the propeller hubs. The flak had stopped but chunks of ice kept breaking off and slamming against the fuselage, sounding just like shrapnel hitting us. The controls froze up and we were skidding into the lead ship but managed to pull up enough to slide across the top of him and the number three ship before regaining control.

We were alone in the overcast, having lost sight of the element, so I called the tail gunner to come forward and check the damage. Just as he was crawling out, the right engine started detonating explosively and we yawed violently. Sgt. J. E. Smith, our top turret gunner from Philadelphia, Pa., had lost the use of his intercom and, seeing the tail gunner scrambling out, he was sure we were going down and that the bail out signal had been given. He jettisoned himself from the turret, hit the catwalk and in one bound dove out the waist window.

Within minutes we broke out into the sunshine above the clouds, the engine stopped detonating, the ice melted off and the trip back to base was uneventful. We radioed the tower, reporting the bail out and during de-briefing got word that Smitty had landed safely behind our lines and had been taken back to Liege, Belgium by the infantry. We left immediately by jeep to pick him up, not knowing whether we'd be able to get through at night or not since the battle lines were changing by the hour in some sectors. He was amazed to see us, thinking surely that we had augered in since the infantry boys had told him of a B-26 that had crashed in the area with the loss of the entire crew. As it turned out this ship was from the 322nd Bomb Group that had iced up and spun in.

24 DECEMBER 1944

This was the day that over 200 Marauders were either lost, crash landed or were damaged beyond repair from intense flak and fighter opposition while bombing in the Ardennes Bulge. The Tornado came through unscathed after bombing a railroad bridge across the Moselle River northwest of Trier at Kons Karthaus. She carried two 2000# demolition bombs.

13 FEBRUARY 1945

Returning from a bombing and low-level strafing mission across the Ruhr Valley in the Cologne area she ran the gauntlet of 85 flak guns at the bomb line, north of course, and 127 flak guns at the target—a railroad bridge at Euskirchen. She was so badly shot up that she had to crash land in Belgium.

5 APRIL 1945

The 344th moved from France to Florennes-Juzaine, Belgium and the Tornado was put back into combat flying condition. She repeatedly hit Germany until the end of hostilities, running up a total of 114 missions as a lead aircraft. Much of the credit for this record must go to her crew chief, M/Sgt. Jerry D. Reed, who kept her in top flying condition in spite of the treatment given her by flak and crew.

15 SEPTEMBER 1945

She accompanied the 344th on its move to Schleissheim, Germany for occupation duty. When the unit was transferred to Bolling AFB during February 1946 she moved, with the rest of the ETO Marauders, to a huge reclamation depot at Landsburg, Germany.

THE END—MARCH 1946

She was stripped of salvable parts and blown up for scrap along with over 5000 other surplus aircraft. Certainly not a death befitting such a valiant ship!

BITZEGAIO, HAROLD WW II

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Community Affairs File

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

Wars (VC) WW II

Former Vigo judge Bitzegaio remembers

Ts JUL 28 1985

The Japanese called it the "Whistling Death" and the Navy and Marine pilots called it the "hog." It was, in the opinion of many experts, the best fighter plane of World War II. It was the Vought F4U-2 Corsair.

It was the plane that 22-year-old Lt. Harold Bitzegaio flew in countless combat sorties in the South Pacific. "It earned its nickname because of the peculiar noise it made when the air passed through its oil coolers and the death part of the nickname was earned because it could outfly anything in the Japanese Air Force," said Bitzegaio, who was awarded the Distinguished Flying Cross, the Air Medal and the Purple Heart.

Bitzegaio was a part of a very elite unit, the "Skull and Crossbones" squadron of VF-17 — one that flies yet today in Grumman F-14 Tomcats. The unit accounted for over 150 "kills" and had 15 aces among its members. Lt. Ira C. "Ike" Kepford, a member of the squadron with 16 Japanese planes to his credit, was the leading ace of the Pacific theater until the Marianas Turkey Shoot.

Bitzegaio, who had trained to fly from carriers, served his first tour of duty on dry land, flying out of Odonga Island in the Solomons chain.

"When we arrived on the island we were told to out-Marine the Marines, but that was a little tough because they were so eager. Besides that, the chow was lousy and the coral dust was a pain in the you-know-what," Bitzegaio said.

The reason Bitzegaio flew from land-base fields was he was in a Corsair squadron and there was only two of them in the Pacific theater at the time. "It was a matter of logistics. It was easier to group the Cosairs together because of spare parts," Bitzegaio said.

Bitzegaio moved to Bougainville during his second tour of duty and things became more interesting, and hairier. On Bougainville, Bitzegaio flew bomber escort missions to Rabaul, Lankunai and other targets and his squadron developed the "Statue of Liberty" play.

"We would escort the bombers to their targets and fly cover for them while they did their thing. When the bombers began their return trip to base, the Japs would chase them. Meanwhile, our planes would loiter behind an island waiting for the Zeros to return to

HAROLD BITZEGAIO

their base. As they were landing we would make a fast sweep over their base and shoot the hell out of them," Bitzegaio said, adding that the tactic was very successful on several occasions.

Bitzegaio was officially credited with three "kills" and several probables. The Jan. 27, 1944, entry in his pilot's log describes one of his kills:

"Down to squadron at 0600. We were briefed for a B-25 strike. Took off at 0730 and rendevoused with bombers. I was flying wing on Jug — high cover at 21,000 feet. First Zeros attacked just as the bombers started their run. We were sissoring with two other pilots when the first one offered me a nearly head-on shot. I hit him in his ammo boxes, which blew up, in the accessory section and in the cocpit. his hood blew off as he went past me, burning and smoking in a turning dive."

"I was scared as hell when I got my first kill. My plane took several hits, putting holes in the wing and fuselage, with one 20-mm round ending up in my cockpit. My wing leader, T.R. "Jug" Bell was killed in the action," said Bitzegaio.

Bitzegaio later returned to the States where he hooked up with another squadron on the aircraft carrier USS Intrepid. the carrier arrived for action at Okinawa where Bitzegaio flew cover and tactical missions for the Marines that were taking the island.

The Intrepid was hit by kamikazi and severely damaged and returned to the States for repair. Thirty days later it was back in action around the the Japanese home islands.

Bitzegaio, a former Vigo County judge who currently has a private law practice, took part in these raids on the Japanese homeland, hitting airfields and other targets of opportunity. He took part in the sinking of one of the two largest battleships ever built — the Yamato. Although he didn't take direct part in the sinking of the battleship, Bitzegaio flew high cover for the bombers attacking the ship. "The ship was awsome, it looked big even from where I was."

Bitzegaio continued to fly such missions until the end of the war. After the Japanese surrendered, he helped to supervise the disarming of the Japanese war machine.

"We would fly over their fields and check their planes out, they were required by the terms of the surrender to remove the propellers from their planes. Our job was to destroy all planes that still had propellers on them," Bitzegaio said.

Shortly after the surrender, Bitzegaio returned home where he traded pursuit of Japanese fighters for the pursuit of a law career.

— George W. Wardell

T s JUN 1 9 1983

Victory ship named for city

Whs (W.W) – World War II

Terre Haute finally went to war in 1945. The city had been supporting the war effort all along, of course, but it went on active duty, in a manner of speaking, in Februrary 1945 when the S.S Terre Haute Victory was launched.

An armed cargo ship, the Terre Haute was one of a series of Victory ships named for cities with interesting historical backgrounds and records of strong support for the war effort.

According to contemporary newspaper accounts, the effort to name a ship after Terre Haute began when the Navy honored the city as the outstanding WAVE recruitment center in the country. Wood Gageby, national advertising manager of the Tribune-Star Publishing Co., wrote to Secretary of the Navy James Forrestal suggesting that the city's wartime achievements be further recognized.

In December, 1944, the U.S. Maritime Commission notified Mayor Vern McMillan that the S.S. Terre Haute Victory would be launched Feb. 2 from Portland, Ore. The 10,800-ton, 455-foot long ship was built in 42 days from keel-laying to launching.

With less than two months from announcement to launching, a local committee headed by Gageby planned the launching ceremony and conducted a fund raising campaign to purchase recreational equipment for the ship. Churches, lodges, businesses and service clubs contributed, but the city's school children were responsible for the largest contribution, $500, which provided the ship's library.

Recreational equipment furnished by city's donations included a record player, outfitting for two baseball teams, boxing gloves, and shuffleboard sets as well as board games and cards.

In addition, the ship received an unspecified number of plaques bearing views of the city and a brief history. The plaques were to be placed in the ship's officer and crew quarters.

A letter fom the ship's captain written during the maiden voyage acknowledged the gifts, noting that the equipment and library were "virtually our only means of recreation, our only respite in a long and confining task.

"Thoughtfulness and a touch of kindness are a way of life, Terre Haute, the one we are fighting for," the captain wrote. "And speaking of fighting, your ship can carry the name of Terre Haute a long way. True, she is considered 'non-combatant,' but that means only that she does not threaten and she does not bark; when necessary she simply bites."

The most important detail of the launching attended to by the local committee was selection of the ship's sponsor, who would christen it. The committee chose the community's "most representative war mother," Mrs. J.B. Pfister, to be the sponsor. Mrs. Pfister had six sons serving in the armed forced as well as a son-in-law, a brother, two nephews and a niece.

Mrs. Pfister's account of the christening, written for her children, at times sounds more like a wedding than the launching of a military ship. As part of her duties, she was required to select two matrons of honor, two flower girls and a clergyman. Mrs. Charles Templeton and Mrs. William Anderson were the attendants; Sally and Martha McMillan, daughters of the mayor, were the flower girls; and Archbishop Edward Howard of Portland gave the invocation.

Bouquets of flowers were prominent at both the farewell celebration for the launching party at Union Station and the christening. A wartime touch was the presentation of "warsages," corsages made of war stamps.

According to Mrs. Pfister's account, from the moment the Terre Haute party boarded the train for Portland, there were so many flowers, other passengers thought they were a wedding party. One mischievous member of the group spread the word tht Mr. and Mrs. Pfister were the newlyweds and rice was showered on them in the dining car.

The launching itself as attended by "Terre Hauteans, former Terre Hauteans, and people of Portland who have relatives in Terre Haute," Mrs. Pfister wrote. According to newspaper stories, the Pfisters' son Paul, a naval pilot stationed in Washington, represented all the sons at the launching. However, Lt. Pfister, now president of Pfister-Better Homes and Gardens real estate company, was unable to attend as planned.

Mrs. Pfister described the actual christening: "Then came my big minute for it seems it took me just that long to break the bottle of champagne on the prow of the ship. .I raised the bottle of champagne, encased in red, white and blue latticed ribbons so the glass wouldn't fly and said, 'I christen thee the S.S. Terre Haute Victory,' and hit the prow. The bottle broke with a crash and the champagne flew in all directions so that soon everybody was walking in it. The ship slipped down the way and into the waters of the Willamette River to go to sea."

Just a few months later, a naval officer aboard a destroyer in the Pacific was the first Terre Haute citizen to report home that he had seen the S.S. Terre Haute Victory at sea.

Lt. Richard Bash wrote to his parents, "(The Terre Haute) was just another ship to the other fellows, but it sure looked like home to me."

Vigo County Public Library

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Community Affairs File

S.S. Terre Haute

Mrs. J.B. Pfister ready to christen the S.S. Terre Haute Victory Feb. 2, 1945.

Community Affairs

Neighbors planted Victory Gardens and fed the nation

Wars (WW) World War II

T S JUN 2 6 1983

Editor's Note: This is the fifth in a series of articles about life in the Wabash Valley during World War II. Written by Susie Dewey for the Vigo County Historical Society, the series is in conjunction with "Stage Door Canteen: A Salute to the U.S.O." set for July 2 in the Ninth Street Armory.

Victory Gardens were a wartime development in a nation that was still predominantly rural in 1941.

Pearl Harbor shocked a nation of farmers who had been working night and day to provide food for the allies in Europe. When men left the fields in England and France to fight the Nazis, food became scarce and important. Even before the Japanese attack, Americans were sending Bundles to Britain and young farmers were leaving the fields to work in munition factories.

Food had become a weapon.

After the U.S. entered the war, and the Armed Forces required more food and man power. Many foods were controlled. Among the first controlled items were beef, veal and pork. Bananas, a great American favorite, were controlled because shippping had been diverted to wartime purposes. Lamb, never an American favorite, was not controlled but the price rose so dramatically that a ceiling was placed on it. Apples were never controlled, but they were often scarce.

The Armed Forces had priority for all foodstuffs and it was unpatriotic to complain of shortages or deficiencies.

Civil Defense authorities believed that each family should become self-sufficient and take as little as possible from the resources devoted to the war effort. Hence, Victory Gardens were launched.

Each household unit was encouraged to plant, maintain, and harvest a plot of ground sufficient to provide fresh produce and food for canning.

City dwellers received parts of vacant lots and parks. Even Chicago and New York had Victory Garden areas close to where people lived.

Since in the 1940's most city dwellers still had rural connections, the plan was well received and prospered.

Evenings, Saturday afternoons (most Americans worked a 44 hour week), and Sundays found neighbors weeding, hoeing, and harvesting. No reports of theft from the gardens are found in the newspapers.

Neighbors met, talked and established friendships as they provided food for themselves and lucky friends.

Sweet corn, tomatoes, and green beans were principal crops in this area.

The only problem in the simple project came when rationed sugar was unavailable for preserving, canning and pickling.

Local ration boards set arbitrary limits on the amount of sugar each household was allowed. Of course, such amounts were not large enough for Victory Gardens. Finally, after emotional discussion at ration board meetings, Civil Defense authorities in Washington intervened and Victory Gardeners received more sugar.

Glass jars were salvaged and guarded closely because they were in short supply during harvest in August and September.

Many former Victory Gardeners remember with pleasure the sense of accomplishment and the comradarie of the plots of land that fed people at home while armies were defeating Hitler in Europe.

Vigo County Public Library
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Community Affairs File

FUTURE RELEASE
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WAR DEPARTMENT
Public Relations Division
PRESS SECTION
Tel. - RE 6700
Brs. 3425 and 4860

F U T U R E R E L E A S E

FOR RELEASE IN NEWSPAPERS APPEARING ON THE STREET AFTER 12:01 A.M. (EST) THURSDAY, JUNE 27, 1946.

ARMY LISTS WAR DEAD AND MISSING; FIRST POSTWAR ROLL NAMES 308,978

(Note to Editor: The enclosed release and state casualty booklet are for your information and use if desired. In fairness to all newspapers in all sections of the country, an automatic release date has been established for all newspapers, daily and weekly. Simultaneous release is being made through the Selective Service System to all local draft boards and to the Congress, State Adjutants General and State Governors. Questions as to identity of persons named in the booklets should be addressed to the local draft boards in your area.)

The first consolidated listing of Army dead and missing in World War II --a compilation of the names of nearly 310,000 men and women who gave their lives in the Nation's service--was released today by the War Department.

The list was made up of fifty booklets, one for each state, one for the District of Columbia, and one for the Territories and Possessions of the United States. Each booklet contained a foreword explanatory of the methods of listing, a breakdown by counties and types of casualty, and an alphabetical listing by county of the name, serial number and grade of each individual and the manner in which he met his death. The Philippine Commonwealth was not included in the study.

An overall death and missing rate of 2.98 per cent from all causes was indicated by the listing. Of more than 10,000,000 men and women mobilized into the Army between the Presidential declaration of unlimited national emergency on May 27, 1941, and the concluding date of the study, January 31, 1946, a total of 307,554 had been killed in action, died of other causes or became missing, later to be determined dead. In addition, 1,424 persons were still carried as missing on January 31, 1946, bringing the total number of names in the list to 308,978.

Of the total, 57.1 per cent, numbering 176,432, were listed as killed in action. Other casualty breakdowns showed that 25,493 (8.25 per cent) died of wounds suffered in combat; 929 (0.3 per cent) died of combat injuries; 85,219 (27.6 per cent) died other than in battle, and 19,481 (6.3 per cent) were administratively determined to have died. The missing figure of 1,424 represented 0.45 per cent of the total.

Most of the persons who were determined to have died were carried for periods of at least one year in a missing status, and were declared dead under Public Law 490, 77th Congress, after thorough investigation of each case.

In the foreword to the booklets, it was pointed out that the War Department is extremely reluctant to hold out hope to next of kin that any missing persons will be found alive. It is expected that after a reasonable lapse of time and after due investigation, most of these missing cases will be closed with findings of death.

MORE

The "death rate" in various states (which also includes missing) followed closely the proportions of their contributions to Army strength, although some dislocations were noted, especially in the case of New Mexico, which early in the war suffered heavy casualties in a National Guard unit in the Philippines. New Mexico, with four-tenths of one per cent of the nation's population, contributed .43 of one per cent of the Army's strength, and suffered .66 of one per cent of the Army's total deaths. The state's death rate in the Army was 4.77 per cent, as compared to the national average of 2.98 per cent.

The highest death rate was 5.05 per cent for the District of Columbia, but this figure included numerous Regular Army personnel who gave their home address as The Adjutant General, Washington, although they did not actually live in the nation's capital. Other high death rates were noted in Montana, with 4.53 per cent; North Dakota, 4.14 per cent, and Arizona, 4.01 per cent. The lowest death rate was in the case of the Territories, which lost only 1.18 per cent of their strength. Among the states, Maryland, with 2.20 per cent, had the lowest rate. Other states with low death ratios were Mississippi, 2.32 per cent; Louisiana, 2.36 per cent; Alabama, 2.54 per cent, and Florida, 2.63 percent.

New York State, with the largest population and the largest contribution to the Army's strength, lost 31,215 persons, the greatest number of any state. Other high death totals were found in the more populous states: Pennsylvania, 26,554; Illinois, 18,601; California, 17,022; Ohio, 16,827; and Texas, 15,764. The least populous states generally had the smallest number of deaths: Nevada, 349; Delaware, 579; Wyoming, 652, and Vermont, 874.

The operation of the Selective Service System, which drew proportionately from all walks of life and all sections of the country, was noticeable throughout the report. An evidence of the democratic working of the draft was the fact that only three of the smallest of the nation's three thousand counties failed to suffer a casualty. These counties were King, in Texas; Esmeralda, in Nevada, and Yellowstone National Park, in Wyoming. The greatest losses among counties were in the most thickly populated areas: Cook (Chicago) Illinois, 9,723; Los Angeles, California, 6,674; Kings (Brooklyn) New York, 5,841. New York City, which is made up of the five borough-counties of Bronx, Kings, New York (Manhattan), Queens and Richmond (Staten Island), suffered 16,112 deaths. Other city totals were not available except in such cases as San Francisco (1,365), Philadelphia (4,393), Baltimore (2,051) and St. Louis (1,636), where city and county are coextensive.

To insure greatest accuracy in preparation of the lists, The Adjutant General's office in Washington used punch-card tabulating and printing machines which automatically printed from coded cards the information appearing in the books. The lists were proof-read after preparation and were reproduced to printing plates by photo-offset process, which reduced the possibility of error in composition.

In releasing the booklets, the War Department pointed out that the listing was a preliminary one, and might because of its scope contain errors which would be corrected when determined. In addition to possibility of error in preparation, it was emphasized that misinformation often is given unintentionally by an individual when he enters the service (such as a mistaken identification of his home county) and other inaccuracies are from time to time apt to be introduced into the individual's records.

Distribution of the limited supply of booklets was made to the press, the Congress, State Adjutants General and local Selective Service Boards. This distribution exhausted the supply of booklets, the War Department announced. A revised and final list is expected to be published at a future date.

A tabulation of casualties by state and type follows:

RECAPITULATION BY STATES AND TYPE OF CASUALTY

STATE	KIA	DOW	DOI	DNB	FOD	M	TOTALS
Alabama	2736	397	9	1669	284	19	5114
Arizona	916	115	2	464	108	8	1613
Arkansas	2172	330	9	1073	217	13	3814
California	8885	1080	36	5621	1294	106	17022
Colorado	1483	237	5	777	186	9	2697
Connecticut	2602	367	18	1049	282	29	4347
Delaware	350	38	1	151	35	4	579
District of Columbia	1106	157	10	1487	189	82	3031
Florida	1745	226	7	1282	263	17	3540
Georgia	3043	424	12	1884	320	18	5701
Idaho	800	111	3	409	88	8	1419
Illinois	10921	1568	57	4830	1151	74	18061
Indiana	4856	660	20	2044	511	40	8131
Iowa	3282	481	19	1427	399	25	5633
Kansas	2611	364	13	1190	324	24	4526
Kentucky	4064	682	24	1716	300	15	6801
Louisiana	1999	349	19	1324	259	14	3964
Maine	1265	205	9	531	140	6	2156
Maryland	2539	412	13	1147	245	19	4375
Massachusetts	5748	824	33	2667	730	31	10033
Michigan	7766	1164	40	3066	788	61	12885
Minnesota	3793	607	23	1626	382	32	6463
Mississippi	1848	298	12	1174	207	16	3555
Missouri	4660	662	26	2126	494	36	8004
Montana	801	123	2	493	123	11	1553
Nebraska	1714	243	8	796	206	9	2976
Nevada	176	23	0	133	17	0	349
New Hampshire	719	85	9	319	69	2	1203
New Jersey	6259	873	27	2570	596	47	10372
New Mexico	1023	120	3	771	105	10	2032
New York	18076	2603	97	8213	2086	140	31215
North Carolina	4088	592	26	2020	363	20	7109
North Dakota	1009	157	4	361	90	5	1626
Ohio	9866	1506	60	4296	1052	67	16827
Oklahoma	3059	457	14	1529	397	18	5474
Oregon	1501	212	11	890	207	14	2835
Pennsylvania	15964	2362	79	6412	1621	116	26554
Rhode Island	976	149	4	425	106	9	1669
South Carolina	1923	267	10	1010	189	24	3423
South Dakota	841	117	3	377	85	3	1426
Tennessee	3930	588	14	1683	296	17	6528
Texas	8403	1166	48	4935	1134	78	15764
Utah	815	90	6	402	128	9	1450
Vermont	520	74	4	217	54	5	874
Virginia	3433	491	19	1746	303	15	6007
Washington	2084	292	15	1239	294	17	3941
West Virginia	3041	440	15	1099	255	13	4863
Wisconsin	4096	576	28	1849	453	36	7038
Wyoming	382	40	2	177	49	2	652
Territories	543	89	1	523	27	31	1214
TOTALS	176432	25493	929	85219	19481	1424	308978

KIA—Killed in Action; DOW—Died of Wounds; DOI—Died of Injuries; DNB—Died (Non-Battle); FOD—Finding of death under Public Law 490, 77th Congress; M—Missing.

END

25 889-2

NOBLE J. JOHNSON
6TH DISTRICT INDIANA

HOME ADDRESS:
TERRE HAUTE, INDIANA

COMMITTEE ON
APPROPRIATIONS

Congress of the United States
House of Representatives
Washington, D. C.

July 11,
1 9 4 6

Florence E. Crawford, Librarian
THE PUBLIC LIBRARY
222 North 7th Street,
Terre Haute, Indiana.

Dear Miss Crawford:-

I am happy to transmit to you herewith for the use of your library, a copy of the official "Honor List" issued by the War Department, containing the names and other data of the men who lost their lives or are missing in World War II.

It is my belief that this official list will be of great value to the people of your county and to your library. Inasmuch as each Congressman has been supplied with only one copy for each county, I felt it would be more conveniently available in your library. Perhaps you may have some means of informing the people of Vermillion County of the availability of this information.

Whenever I can be of further service or helpful in any way, I shall be glad to hear from you.

Very truly yours,

Noble J. Johnson

Noble J. Johnson, M.C.

W.

BUY A "LIBERTY" BOND.

If you want to do your part,
Buy a Bond,
So they'll know it's from the heart,
'Cross the Pond,
And they'll know that as we're in it,
We are bound to fight and win it,
So you must not lose a minute,
Buy a Bond.

If you love your native land,
Buy a Bond,
It will show them where we stand,
'Cross the Pond,
If you are one not fighting fit,
Or your age lets you out of it,
You can surely do your "bit,"
Buy a Bond.

For the Honor of our Land,
Buy a Bond,
So they all will understand,
'Cross the Pond,
Though we may have differed before,
About the European war,
We're American to the core,
Buy a Bond.

Men of many kinds and types,
Buy a Bond,
Will follow the Stars and Stripes,
'Cross the Pond,
Feeling civilizations need,
"Universal Peace Guaranteed,"
They will know no class or Creed,
Buy a Bond.

Dear "Old Glory" seems to say,
"Buy a Bond,
And we're bound to win the day,
'Cross the Pond,
Finance the men who follow me,
On the battlefields 'cross the sea,
To fight for Peace and Humanity."
Buy a Bond.

Don't forget the debt we owe,
Buy a Bond,
To the years of long ago,
'Cross the Pond,
Our freedom stopped, could not advance,
Independence had little chance,
Until the money came from France,
Buy a Bond.

UNITED STATES TRUST COMPANY
OF TERRE HAUTE, IND.

SERVICE MEN FROM TERRE HAUTE AND VICINITY pictured in New Guinea. Left to right, first row: Charles Myers, A. Conners, Salty Seaman, Jack Hartman, Mike Clare, all from Terre Haute, and Ross Maurer, of Brazil. Second row, left to right: Wm. Haupt, of Carlisle; J. Baldridge, of Terre Haute; May, from the Marshall Road; Bob Akers, North Terre Haute; Wayne Hazlett, Rockville; Don Matthews, Terre Haute, and Fisher, Brazil.

Sgt. Michael Joseph Clare is pictured in the jungles of New Guinea along with Omar Salty Seamon

U.S. Army

C. 1943

TOWN MEETING

Thursday, September 28, 1944

STUDENT UNION BUILDING
AUDITORIUM
INDIANA STATE TEACHERS COLLEGE

A great city is that which has the greatest men and women - - Whitman

Program

PREFATORY NOTES

Town Meeting was conceived primarily as a respite from the fast tempo of living which leaves us so little time to think back upon how we arrived in our present position. It is hoped to take a fleeting inventory of the present and then devise the best way possible for meeting the future. In the brief time allotted it is obviously impossible to cover a field of such breadth. If it suggests something for future thinking and doing, it will have been worthwhile.

Town Meeting was not intended as a preachment because sermons are soon forgotten. It does not even answer the question of "what can I do?" If it even prompts the question, perhaps that is enough.

The pioneer scenes are historically accurate and characters have been borrowed from Terre Haute's early history. They are produced through the courtesy and cooperation of Mrs. Robert W. Masters and students of the Indiana State Teachers' College.

DR. ALLEN D. ALBERT

Dr. Allen D. Albert, who will not be formally presented on the program, has been a professional student of cities for more than thirty years. Many large cities have sought his advice and counsel, including Havana, Tokyo, Nanking and other foreign cities equally well known. His service in foreign fields for the Chicago Century of Progress, his wide travels, his educational research work, his knowledge of and devotion to art, all have served to produce a cosmopolitan scholar welcomed wherever he may be.

He is Terre Haute's distinguished neighbor but his interest in and service to Terre Haute suggest that he should be awarded honorary citizenship.

The meeting is closed at the end of Dr. Albert's address.

NEIGHBOR RELATIONS COMMITTEE

Larry Kigin
Edward Chaskin
Ralph Day
Henry Thomson
Herb Mace
E. J. Whalen

RIVER FRONT COMMITTEE

Wm. Lott
W. E. Austin
Marvin Bland
Thomas Goda

WAR MEMORIAL COMMITTEE

Miss Helen Benbridge
Millard Nehf
Dr. Allen Albert
Prof. Knipmeyer
Jesse Monroe
A. C. Duddleston

EDUCATION COMMITTEE

Geo. Carroll, Chairman
Ralph N. Tirey
Dr. Donald B. Prentice
Miss Margaret Waldron
Clarence A. Pound

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James S. Royse
T. C. Hayes
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D. Bert Walters

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Arthur T. Berg
J. W. Leonard
George Byrne
Francis Yenowine
Frank Wampler
Roy Ford

UTILITIES COMMITTEE

Roy White, Chairman
Roy S. Brunner
Otto G. Nicolai
Wm. Durbin
Benjamin Blumberg
George Perry
W. S. Webster

FINANCE COMMITTEE

John Thompson, Chairman
Representative from each Finance organization and Bank of the city

CLUBS AND LODGES COMMITTEE

John Hunter, Chairman
James Nichols

CHURCHES COMMITTEE

Rabbi Taxay
Father Winterhalter
Rev. Puhlmann

SAFETY COMMITTEE

James Benham
Omar Mewhinney
Arthur Moak

LETTERS TO VETERANS COMMITTEE

George Carroll
Dr. Allen Albert

REHABILITATION COMMITTEE

Burch Ijams, Chairman
Glen Reynolds

An Obligation To Meet

Terre Haute, in common with all other cities in the country, faces one of the gravest problems in its history in determining a postwar program. The problems which may face the individual soldier will be cared for through the Vigo County Veterans Advisory Committee. The larger problems must be solved by the community. How well these problems are solved will depend upon the time and effort every person is willing to contribute to the community program. This, of course, applies to any problem. As a nucleus from which to work, the following committees have been named, appropriately designated for specific work. These committees cannot do the job alone. Will you volunteer your effort and respond when called upon to fulfill this one obligation of citizenship? Working together, there is no limit to the success we can achieve.

POST-WAR PLANNING EXECUTIVE COMMITTEE

Vernon R. McMillan, Chairman

Anton Hulman, Jr.
George C. Carroll
Harry E. Fitch
W. C. O'Connor

VICTORY DAY COMMITTEE

Publicity

Wm. F. Cronin — J. B. Harned — John Prechtel
James R. Benham — Geo. Jackson

Program

C. L. Shideler — Wm. Polje — Paul Hass
Harry Fitch

Master of Ceremonies

John Fitzgerald

Spiritual

Rev. Puhlmann — Father Winterhalter — Rabbi Taxay

Police

Forrest Braden, Chairman

PUBLIC WORKS COMMITTEE

Howard L. White, Chairman — Leonard Marshall — Prof. R. E. Hutchins
C. C. Modesitt — Clyde Cooper — John Royse
Paul Lindeman

SEMI-PUBLIC WORKS COMMITTEE

Ray Thomas, Chairman — John Fitzgerald — Mrs. B. B. White
Walter Talley — Clyde Edwards — Dr. Ray H. Scofield
Dr. C. N. Combs

REAL ESTATE DEVELOPMENT COMMITTEE

Leonard Hirt, Chairman — Harry F. Fisbeck — Ross Harriott
D. C. Johnson — Harold W. Payne — Dr. Allen Albert

HOUSING AND CLEARANCE OF BLIGHTED AREAS COMMITTEE

Robert Nunn, Chairman — Norman Libbert — Juliet A. Peddle
Ruth Bindley, Sr. — Allen Weinhardt — Mrs. Louise Zimmerman
James DeLaughery — Richard Anderson

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Geo. W. Smith
E. M. Wise
Dr. H. J. Pierce
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Ralph Llewellyn
Ira Morgan

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Alfred Berkowitz
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Allen J. Weinhardt
W. H. Chapman
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Geo. I. Felstein
Milton E. Levinson
Harrison Berkowitz
Lester Wolf
H. G. Tuttle
Ben Becker
K. Y. Karlzen

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Dr. Paul Bronson, Chairman
Dr. E. C. McBride
Dr. W. C. Kunkler
Dr. E. O. Nay
Dr. C. N. Combs
Sister Superior Mary Gerhardis
Dr. Harvey Decker

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Harry Riddle
Bonnie Farwell
Omar Mewhinney
Prof. Carl Wischmeyer
Roy S. Brunner
Karl Roth
James Cassidy
Jack Strahle

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Geo. M. Jackson
Wm. Polje
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Miss N. C. Williams
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Robert Welch
Clarence Neissen
Andy Miller
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Helen Benbridge

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Dorothy M. Ransom
Robert Vance

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Albert Rowe
Paul Lindeman
John M. Fitzgerald
Dorothy Ransom

RADIO COMMITTEE

George Jackson

CITY FOREST COMMITTEE

Guy Stantz, Chairman
Clyde Cooper
Prof. Knipmeyer
Dr. W. Allen
James Conover
Paul Haas
Mary Hollis
Paul Lindeman
Jack Biel
Jack Reynolds
Harry Burns
Frank Shannon
Ben Blumberg
Anton Hulman, Jr.

Hugoton, KS 67951; phone (620) 544-4959, fax (620) 544-4910; e-mail admoore@pld.com.

■ Morton Wells (son of Calvin Wells and Mary Ann Sweet) was born in 1867 in Melrose Township, Clark County, Illinois. He died in Putnam County, Indiana. born in Putnam County and married there. We are interested in learning more about whom, when and where these six Wells siblings married, as well as information regarding any children born to them. We have considerable information to exchange 1910; and Minnie, who married Martin H. Slack in 1918 and John Henry Lawson in 1919. In addition, William Scobell had two children from a previous marriage: Martha, who married a Dawson, date unknown, and Thomas Mershon in 1892; and 27, 1935. His siblings were Rosa Ann, Mary Jane, Joseph Josiah, Rachel Lucinda, George B. and William Henry. Any help, no matter how small, would be greatly appreciated. Please contact Christina Anthony at C_Anthony223@bellsouth.net.

REFERENCE DO NOT CIRCULATE

On June 26, 1943, destroyer escort U.S.S. Joseph E. Campbell was launched

Was (WO) WW II

On June 26, 1943, World War II destroyer escort U.S.S. Joseph E. Campbell (DE-70) was launched at the Bethlehem Shipyard in Hingham, Mass.

Named in the memory of Vigo County native Ensign Joseph Eugene Campbell, a naval aviator killed Aug. 9, 1942, the ship was sponsored and christened by his mother, Marie S. Campbell, who resided at 2689 Washington St.

Congressman Noble Johnson, who played an important role in getting the ship named for Ensign Campbell, was among the dignitaries present for the launching.

One of the first of 20 Buckley Class destroyer escorts manufactured, the ship was officially commissioned Sept. 23, 1943, with Lt. Commander J.F. Bowling in command.

Powered by turbine electric machinery, Buckley Class destroyer escorts were 306-feet long and carried multiple weapons, including three 3-inch 50-caliber guns on single mounts and several depth charge throwers.

After receiving its shakedown in Bermuda, the U.S.S. Campbell spent a year (Oct. 11, 1943 to Oct. 8, 1944) escorting convoys to and from Boston, New York, Northern Ireland and French North Africa.

On May 4, 1944, with assistance from three other escorts – U.S.S. Pride, the French escort Senegalais and the British escort HMS Blankney – Joseph E. Campbell was credited with sinking the German submarine U-371, commanded by Lt. Horst-Arno Fenski, recipient of the Knight's Cross, in the Mediterranean Sea.

On the previous night, U-371 had fired an acoustic torpedo at the destroyer escort U.S.S. Menges, blowing off the Coast Guard escort ship's stern and killing 31 crewmen.

Immediately upon returning to New York from its last escort mission, the U.S.S. Campbell was converted into a High Speed Transport. An extra deck was added which allowed space for about 10 officers and 150 men, and two large davits were also installed, one on either side of the ship, from which landing craft could be launched.

HISTORICAL PERSPECTIVE

MIKE McCORMICK

Though it was officially reclassified APD-49 on Nov. 29, 1944, the U.S.S. Joseph E. Campbell did not depart U.S. waters until March 8, 1945. For three months, it served as an antisubmarine screen for Landing Ship Tank groups in and out of Okinawa and, during occupation of Japan, engaged in escort duties between Japan and the Philippines.

On May 22, 1946, the Campbell arrived in Charleston, S.C., for inactivation. She was officially decommissioned at Green Cove Springs, Fla., on Nov. 15, destined to join the Atlantic Reserve Fleet at Orange, Texas.

On Nov. 15, 1966, U.S.S. Joseph E. Campbell was sold to Chile and renamed "The Riquelme." Apparently it was not relaunched but stripped and used for spare parts.

The man for whom the ship was named was born July 23, 1919, in Vigo County. He graduated from Terre Haute Gerstmeyer High School in June 1937. His brother Richard graduated four years later.

Campbell first enrolled at Indiana State Teachers College in September 1938 and completed eight quarters before leaving college to enroll in the U.S. Naval Reserve at St. Louis on March 29, 1941.

After taking preliminary flight training at Robertson, Mo., he was transferred to Pensacola, Fla., where, on Dec. 17, 1941, he was certified as a Naval Aviator.

Commissioned Ensign Jan. 21, 1942, Campbell was assigned to the U.S.S. Astoria, a 9,950-ton New Orleans Class heavy cruiser, a component of Cruiser Scouting Squadron Six. From February through May 1942, the Astoria toured the South Pacific, screening U.S. carriers during the Battle of the Coral Sea and taking part in the Battle of Midway.

After the Yorktown was disabled on June 4, 1942, Astoria served as Rear Admiral Jack Fletcher's flagship.

Campbell was killed during the Battle of Savo Island, the first naval battle associated with the Guadalcanal campaign, the initial U.S. land offensive of the war.

After several weeks of training and repairs at Pearl Harbor, Ensign Campbell and the U.S.S. Astoria were dispatched to join invasion forces in the South Pacific. During the initial landings at Guadalcanal and Tulagi on Aug. 7 and 8, the Astoria provided support for Marines ashore and screened the amphibious task force against counter-attacks by Japanese aircraft.

The Japanese naval attack was triggered by Vice Admiral Gunichi Mikawa, who headed a flotilla of seven heavy cruisers, two light cruisers and a destroyer.

On Aug. 8, Mikawa launched multiple seaplanes from cruisers to fly over Guadalcanal and surrounding waters to ascertain enemy strength. Late that night, he steamed through "The Slot," the strait between New Georgia and St. Isabel islands, with the intention to arrive at Savo Island at 1:30 a.m.

At 1 a.m., Mikawa first encountered the Allied fleet. Launching a wave of devastating "Long Lance" torpedoes while scout planes dropped flares from above, the Japanese navy took the Allies by complete surprise.

Smothered by eight-inch shells, the Australian cruiser Canberra was wrecked within minutes. The cruiser Chicago was torpedoed and unsuccessfully tried to escape.

U.S.S. Astoria, U.S.S. Quincy and U.S.S. Vincennes were the three heavy cruisers guarding the northern approach to the invasion area. The U.S. Destroyer Ralph Talbot was with them. Admiral Mikawa's fleet encountered this group 20 minutes later and dispatched all four quickly. All but the Astoria sank.

Ensign Campbell is believed to have been killed in the initial engagement. Surviving members of Astoria's crew struggled throughout the morning to save the ship but, shortly after noon, it sank to the depths of "Iron Bottom Sound," the name deservedly given to the strait between Guadalcanal and Savo Island.

The existence of the Battle of Savo Island, which resulted in many U.S. casualties, was kept secretive for months, making details of Campbell's death difficult to resurrect.

Ensign Campbell is a member of Indiana State University's distinguished "Gold Star List," recognizing alumni who were killed in action during World War II.

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World War II (TH)

WAR HERO GETS SIGNAL NOTICE

Account of Feat of "Chuck" Hutchins Repeated in War Sketch

A recounting of the brave fight of the destroyer U.S.S. Borie against German submarine in the Atlantic during World War II, which appeared in yesterday Chicago Sunday Tribune, brought back sober memories to Charles H. Hutchins of Terre Haute.

It was Mr. Hutchins, then Lt. Hutchins of the U.S.N.R., who was "skipper" of the little man-o'-war that stormy morning on Oct. 31, 1943, when she brought honor and great credit to the U. S. Navy.

Mr. Hutchins had almost forgotten that heroic battle until he saw the newspaper article, for since that date the former navy officer has returned to civilian life, established his home here and assumed the position of vice president and sales manager of the Wabash Fibre Box Company.

The article, written by Frederick C. Sherman, retired navy admiral, told the whole story of the Borie's battle when she was a part of anti-submarine screen for the small aircraft carrier Card.

At twilight on this Oct. 31, with the stormy Atlantic kicking up quite a fuss, the Borie was sent out from Card's screen to investigate an area in which it was suspected enemy submarines might surface to charge batteries.

For the next five hours the Borie ranged back and forth seeking another victim. After midnight when her sound gear picked up another contact, once more the destroyer laid a methododical, well-planned depth charge pattern and again it brought a German U-boat to the surface. Only this time it did not rapidly disappear beneath the surface. It was a big one and it elected to stay on the surface and fight.

Pursuit Begins

The Borie's searchlight swept the black waters slowly and the beam came to rest on the undersea giant and outlined a prominent conning tower and steel shield around its bridge, with a net cutter at the bow and the seas washing across its long after deck. Men were popping out of the deck hatches and running for its guns. Soon a roaring gun battle was in progress, a submarine against a destroyer, at point blank range.

Determined not to let the enemy escape, Lieut. Hutchins gave the order to ram. Ringing up full speed ahead, the old destroyer put everything she had into her ancient engines and her sharp bow crunched as it rode up the sloping sides of the submarine. For ten minutes the two vessels lay pinned together and close-in fighting of the most desperate sort ensued.

The destroyer's bow was pushed up so that she could not depress her guns sufficiently to bear. Her crew fired at the Nazis on deck with a tommy gun, a shotgun, pistols, a signal pistol and one man threw empty shell cases while another threw a knife. Finally the two vessels drew apart.

Comes the "Kill"

The Borie launched a pattern of depth charges which exploded directly under the submarine and stopped it just six feet short of its mark. Then the destroyer laid off while its gun crews poured salvos into the German ship until it blew up and sank.

A little late Hutchins had to give the order to abandon the Borie, for she was wallowing in the heavy sea and her stern was almost under water.

For this action, Lt. Hutchins received the Navy Cross, and later was awarded the presidential unit citation. He also was given a special citation and medal from the Russian government as commander of the Borie.

Later, with the rank of lieutenant-commander, he served as captain of the destroyers Talbot and Doran.

Mr. Hutchins was well qualified for his role as destroyer captain. Prior to entering the Navy in January 1942, he had graduated in 1936 from Annapolis Naval Academy and served with the Navy until 1938. At that time

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he married the former Ann Hubbard, daughter of Mr. and Mrs. Ward Hubbard, retired and returned to Terre Haute to live.

He is the son of Professor and Mrs. R. E. Hutchins, of Rose Poly.

Mr. and Mrs. Charles Hutchins have one daughter, Melissa Ann, 3½ years old.